



The Lifeboat

Journal of the Royal National Lifeboat Institution

Spring 1983 30p



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THE LIFEBOAT

Spring 1983

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Chairman:
THE DUKE OF ATHOLL

Director and Secretary:
REAR ADMIRAL W. J. GRAHAM, CB MNI

Editor:
JOAN DAVIES

Headquarters:
Royal National Lifeboat Institution,
West Quay Road, Poole, Dorset BH15
1HZ (Telephone Poole (0202) 671133).
Telex: 41328.

London Offices:
Royal National Lifeboat Institution,
202 Lambeth Road, London SE1 7JW
(Telephone 01-928 4236).

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COVER PICTURE

The 44ft Waveney lifeboat Khami exercising with a Sea King helicopter from RAF Coltishall. When the picture was taken, by Richard J. Wilson, Khami was on station at Great Yarmouth and Gorleston; she is now in the Relief Fleet.

Editorial: All material submitted for consideration with a view to publication in the journal should be addressed to the editor, THE LIFEBOAT, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ (Telephone Poole (0202) 671133). Photographs intended for return should be accompanied by a stamped and addressed envelope.

Next issue: the Summer issue of THE LIFEBOAT will appear in July and news items should be sent by the end of April. News items for the Autumn issue should be sent in by the end of July.

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NOTES OF THE QUARTER

FOR LIFEBOAT PEOPLE 1982 was a very full year. The Institution's lifeboats were called out more than 3,000 times and the number of lives rescued was the highest in the past seven years: 1,244. These figures are provisional as more service returns have still to be added. Fund raising reached new heights and £16 million was raised during the year. It seems that a slightly increased surplus was achieved but this must be balanced against future commitments such as the building programme of the new 47ft Tyne class lifeboats which, at current prices, cost £430,000 each.

Thanks from Danish Prince

Last January HRH Prince Henrik, Prince Consort of Denmark made private visits to the lifeboat stations at Barra and Islay to present plaques to crews in recognition of their efforts in 1979 to rescue the crew of the Danish ship *Lone Dania*. Both lifeboats, a 52ft Barnett and 50ft Thames, were capsized by huge seas in winds gusting up to hurricane force; both righted successfully without any serious injuries to the crew and returned safely to station.

Return to Mablethorpe

When HRH The Duke of Edinburgh visited Mablethorpe and Sutton-on-Sea on February 4 to examine the coastal defences it was a renewal of an acquaintance which had begun when he had come to these resorts with Her Majesty The Queen a few days after the East Coast floods of 1953. While at Mablethorpe this February His Royal Highness called briefly at the lifeboat station where he met branch officials and members of the crew.

Twentieth anniversary

The opening of this year's summer season marks the twentieth anniversary of the introduction in 1963 of the D class inflatable lifeboat, the first of the fast, modern lifeboats under 10 metres in length to enter the RNLI fleet. During the summer months of 1963, starting in May, D class inflatables were placed at Aberystwyth, Gorleston, Redcar, Wells, Mudeford, Southwold, West Mersea and Whitstable, and a new page had been turned in the history of lifesaving at sea. These little lifeboats, the smallest in the Institution's fleet, can be launched quickly off the beach and are particularly fitted to respond to 'holiday incidents'; their numbers grew fast and in summertime there are now 92 of them on station round the coast, doing excellent work—of these, 25 remain on station all the year round.



The late Captain the Hon V. M. Wyndham-Quin, RN, chairman of the Institution from 1956 to 1964.



Since 1963 lifeboats under 10 metres, including the Atlantic 21 rigid inflatables, the 18ft 6in McLachlans, the D class inflatables and the Dell Quay Dorries, have launched on service more than 26,000 times and have rescued nearly 12,000 people.

Inspector's lifeboat

Girvan's new 33ft Brede class lifeboat has been provided by a legacy from Mrs Elizabeth Vaux in memory of her husband Cdr Philip Vaux, DSC RN, who served as chief inspector of the RNLI from 1939-1951; the legacy is also in memory of their son Lt-Cdr M. P. Vaux, DSC RN. Present and past lifeboat inspectors were invited to make donations to provide a piece of equipment for the lifeboat and have funded the compass, also paying for its fitting and first adjustment.

Three great supporters

The winter months have unhappily seen the death of three men who, between them, have given very many years of much valued service to the Institution as members of the Committee of Management.

Captain the Hon V. M. Wyndham-Quin, RN, who died on February 27, joined the Committee of Management in 1939 and served on it for 44 years, right up to the time of his death at the age of 92. He was deputy chairman of the Committee of Management from 1956 to 1964 and chairman from 1964 to 1968. Captain Wyndham-Quin, who was elected a vice-president in 1956, served at one time or another on all the standing committees and was chairman of the Operations Committee from 1954 to 1964. His daughter, Pamela, Lady Egremont, is President of the Ladies' Lifeboat Guild.

Captain Valentine Wyndham-Quin served at sea in the Royal Navy in both the first and second world wars and was four times mentioned in despatches; from 1944 to 1947 he was naval attaché at Buenos Aires. After joining the RNLI's Committee of Management, Captain Wyndham-Quin always took great interest in the well-being of crew members; he made it his personal concern to find out about their problems at first hand and frequently took passage in lifeboats on delivery trips round different parts of the coast.

Towards the end of 1982, on December 3, the death occurred of Rear-Admiral K. St B. Collins. Rear-Admiral

Barra Island: HRH Prince Henrik, Prince Consort of Denmark, presents a plaque to Coxswain John Macneil in recognition of the efforts to rescue the crew of Lone Dania made by Barra's 52ft Barnett lifeboat R. A. Colby Cubbin No 3. With them are Mr H. N. Morrison, branch honorary secretary (r), and members of the crew. Prince Henrik also presented a similar plaque to Islay lifeboat station.

photograph by courtesy of Reg Allan and Stornoway Gazette

Collins joined the Committee of Management in 1955 and served until 1960, ex-officio as Hydrographer of the Navy. He rejoined the Committee of Management in 1964 as a co-opted member and continued until his resignation in 1972. He served on several of the RNLI standing committees and was at one time chairman of the General Purposes and Publicity Committee.

Also at the end of last year, on December 23, the death occurred of Commodore J. G. Young, RNR. Commodore Young was co-opted to the Committee of Management in 1978 and was a serving member. He was currently a member of the Executive and the Finance Committees.

Penlee investigation

The Department of Trade's formal investigation into the loss of the Penlee lifeboat *Solomon Browne* and *mv Union Star* began in Penzance on March 14. A report on the investigation will be given in the next issue of THE LIFEBOAT, in the summer.

New Year Honours

Among the awards announced in the New Year Honours list were:

OBE

Donald George Eric Kent, General Manager, Blyth Harbour Commission. Mr Kent has been chairman of Blyth station branch since 1969, after serving on the committee from the early 1960s.

MBE

Denis William Lupton Leslie, chairman, Penlee station branch. Dr Leslie has been a member of Penlee station branch committee and also honorary medical adviser since 1950; he became vice-chairman in 1969 and chairman in 1973. Dr Leslie was awarded the RNLI's silver badge in 1972 and the gold badge in 1982.

Mrs Marion Trehwella Richards Pearce. For service to the community of St Ives. Among her services to the community Mrs Pearce was honorary secretary of St Ives ladies' lifeboat guild from 1932 to 1937 and again from 1945 until 1967 when she became chairman. Mrs Pearce was awarded the RNLI's gold badge in 1958 and a bar to the gold badge in 1970; she became an honorary life governor of the Institution in 1982.

Loyal friends

The Civil Service and Post Office Lifeboat Fund, the RNLI's oldest and most loyal contributor, raised a splendid £124,867 for the lifeboats in 1982; and it is not the first time it has reached, and passed, £100,000.

The Fund came into being as long ago as 1866. In the intervening years it has provided no less than 41 lifeboats ranging from pulling and sailing boats in the early days to the 70ft Clyde *Charles H. Barrett* (Civil Service No 35), which was provided in the Fund's hundredth anniversary year, 1966. In addition to the original cost of the lifeboats, the

Fund contributes towards their maintenance and towards the rewards to their crews. The latest Civil Service lifeboat is stationed at Portrush; she is a 52ft Arun named after Richard Evans, former coxswain of Moelfre lifeboat, who was twice awarded the gold medal for gallantry.

Variety Club

On December 9, 1982, HRH The Duke of Kent, President of the RNLI, attended a lunch given by the Variety Club of Great Britain and received a cheque for £6,000. The Variety Club, which always supports children with its charitable activities, has for a number of years contributed to the RNLI's fund for children of lifeboatmen lost on service. In his speech the Duke thanked the Variety Club who, in spite of their lighthearted approach, took the task of helping others very seriously.

Your journal

THE LIFEBOAT is the oldest house journal in Britain, having been established in 1852 when the cover price was a penny-halfpenny. It has been in con-

tinual production ever since and now has a circulation of over 100,000. Your journal brings you news of all aspects of the lifeboat service and also carries souvenir and Christmas card brochures, lottery tickets and special notices. By careful management, increases in the production costs of the journal have been kept to a minimum, but postage charges have increased considerably. The subscription is therefore being raised to £3 a year. This is a commercial rate designed to make a profit and the actual costs of producing and distributing the journal of Shoreline members, branches, guilds and stations are lower. The cover price of the journal is also being increased, to 30p, again to make profit on individual sales. Meanwhile, the traditional standards will be maintained and we hope you will continue to enjoy THE LIFEBOAT.

Postcode change

The post code of the RNLI's Scottish office has been changed. The full address is now 26 Rutland Square, Edinburgh, EH1 2RL. Telephone number: 031-229 2206.

Off the Cornish coast: The Lizard-Cadgwith's 52ft Barnett lifeboat The Duke of Cornwall (Civil Service No 33) on exercise with a Wessex helicopter from Royal Naval Air Station Culdrose.
photograph by courtesy of RNAS Culdrose



LIFEBOAT SERVICES

West Division

Steering failure

LIVERPOOL COASTGUARD informed the honorary secretary of **New Brighton** lifeboat station at 1400 on Sunday August 29, 1982, that the yacht *Ocea* was acting in an erratic manner and appeared to be in difficulties just north of Great Burbo Bank. The Coastguard had been alerted by another yacht, *Whiteout*, which was standing by, maintaining communications on VHF radio and sending regular reports. Maroons were fired and at 1410 New Brighton's Atlantic 21 rigid inflatable lifeboat *Blenwatch* was launched on service manned by Helmsman Edward 'Bev' Brown and Crew Members Michael Jones, Dale Kaye and Tom Baker.

A fresh breeze, force 5, was blowing from the south south west. The sea was slight with waves of three to four feet; it was three-quarters of an hour before low water and there was a small ebb running. Visibility was five miles.

After launching, Helmsman Brown set course to pass west of Great Burbo Bank so that he could approach *Ocea* from the seaward end of the main channel. The Coastguard were now told by *Whiteout* that *Ocea* was in the main channel and that, although the Coastguard had asked that she return to the River Mersey in company with *Whiteout*, she appeared to be continuing her sail. Nevertheless, with the wind freshening and the tide starting to flood, Helmsman Brown decided to make sure that all was well.

On seeing the Atlantic 21 lifeboat approaching the scene of action, *Whiteout* headed back down the main channel to make for shelter. The breeze, still from south south west, had increased to strong, force 6, gusting to near gale, force 7. Generally the seas were eight to ten foot high but in the shallow water over the banks wind and tide were building up waves of 12 to 15 feet. The tide was now flooding to the south east at about 2 to 3 knots.

Ocea was sighted across the other side of the main channel over the revetment wall, heading east towards Taylors Bank and some very rough water. Helmsman Brown knew that she was running into trouble and headed

straight across to warn her; in this crossing through rough water Crew Member Jones fell on to the port lifting eye and was slightly injured. Before the Atlantic 21 could reach *Ocea*, however, the yacht broached in a large sea, gybed violently and appeared to lose control.

It was 1445 when the Atlantic came up with *Ocea*. There were two men on board, the elder of whom was exhausted, and, in the prevailing conditions Helmsman Brown thought it would be too dangerous to try to take them off. He took the lifeboat in and on the second approach Crew Member Jones managed to jump on to *Ocea*. He found that the yacht was indeed not answering her helm; her steering gear had failed and so it was decided to take her in tow. Survivor lifejackets were passed over for the yachtsmen and then two paddles to help steer *Ocea*.

With the yacht in tow, Helmsman Brown did not think it wise either to cross Taylors Bank or to head into the seas to try to go round the bank. He decided to keep the sea on his quarter and head for Southport. A bucket was streamed from the yacht as a makeshift sea anchor to prevent a tendency to sheer to port and the tow started at 1450. A Coastguard mobile followed the progress of the tow from the shore and recommended that **Hoylelake** lifeboat be launched to stand by. So, at 1550, Hoylelake's 37ft 6in Rother lifeboat *Mary Gabriel* was launched on service under the command of Coxswain John McDermott and course was shaped for the position of the tow.

Meanwhile, New Brighton Atlantic, with *Ocea* in tow, was heading towards Southport at about 2 to 3 knots, with the wind freshening all the time. Opposite Birkdale a large cresting wave knocked the yacht on to her beam ends. The sea anchor made with a bucket was lost and another had to be contrived before the tow could continue.

Hearing from the Coastguard that conditions at Southport were impossible, Helmsman Brown decided to head for the estuary of the Ribble. Even then, he thought that the seas would be too bad for the Atlantic to attempt the river entrance with her tow, and so he asked that **Lytham-St Annes** lifeboat should launch.

The relief 46ft 9in Watson lifeboat *Sir Godfrey Baring*, on temporary duty at Lytham-St Annes, slipped her moorings at 1714 under the command of Coxswain Arthur Wignall and set out to rendezvous with New Brighton Atlantic off Wall End Buoy at the entrance to the Ribble. While waiting for *Sir Godfrey Baring*, Helmsman Brown maintained steerage way heading into the seas. The waves were now 15 to 20 feet high and some of them were breaking. Lifeboat and tow were dropped heavily into several troughs and at times the lifeboat crew could see right under *Ocea's* hull.

Sir Godfrey Baring arrived off Wall End Buoy at 1730 and, manoeuvring

with great skill in the large, breaking seas, Helmsman Brown passed the tow across to the Watson lifeboat. During the tow the elder of the two yachtsmen had recovered and so it was decided to transfer them both to Lytham-St Annes lifeboat for the difficult passage into the Ribble. It took seven approaches by New Brighton Atlantic before the two yachtsmen and Crew Member Jones were all taken off *Ocea*. Then, after two attempts, the two yachtsmen were safely transferred to Lytham lifeboat; it was an operation which called for great skill from both crews.

The whole manoeuvre was completed by 1800. The Watson lifeboat *Sir Godfrey Baring* then took *Ocea* into the Ribble and placed her on moorings and put her crew ashore; she was back on her moorings and once again ready for service by 1945. New Brighton Atlantic 21 lifeboat *Blenwatch* rendezvoused with Hoylelake's Rother lifeboat *Mary Gabriel* at 1815 and was escorted back to the main channel leading into the River Mersey. *Mary Gabriel* then returned to Hoylelake and was recovered and once again ready for service at 2115. *Blenwatch* returned to New Brighton and was rehoused and ready for service at 2035.

For this service the bronze medal was awarded to Helmsman Edward B. Brown of New Brighton and the thanks of the Institution inscribed on vellum were accorded to Crew Member Michael Jones; medal service certificates were presented to Crew Members Dale Kaye and Tom Baker. Letters signed by Lt-Cdr Brian Miles, deputy director, expressing the Institution's appreciation to the crews of Hoylelake and Lytham-St Annes lifeboats were sent respectively to Coxswain John McDermott and Coxswain Arthur Wignall.

South West Division

Yacht on rocks

A RADIO MESSAGE at 0924 on Thursday July 15, 1982, reported that a yacht was aground in the area of the Western Carracks, three miles west of St Ives. The honorary secretary of **St Ives** lifeboat station immediately assembled crew for the D class inflatable lifeboat and put the 37ft Oakley lifeboat on standby.

The morning was overcast with a light to gentle breeze, force 2 to 3, blowing from the north west. It was 2½ hours before high water neaps.

The D class lifeboat launched on service at 0927, manned by Helmsman Eric Ward and Crew Members Thomas Cocking, Jnr, and John Stevens, and course was set close inshore so that the casualty would be reached as quickly as possible. While on passage Helmsman Ward spoke by radio with St Ives fishing vessels in the area and was told that a liferaft, which appeared to be occupied, could be seen inshore of the yacht.

Arriving at 0952, the inflatable lifeboat found the yacht *Ladybird* just west of Whicker Point; she was broadside to the shore and aground, bows westward, with only her foresail still hoisted. Her liferaft was lying close by to the south east, hard into the steep, rocky shoreline and being pounded by rough seas. The low ground swell, hardly noticeable in deeper water, was accentuated over the shallow rock-strewn area around the yacht; there was a ten foot rise and fall and constant white water.

At just about the same time that the D class inflatable lifeboat arrived on the scene, St Ives 37ft Oakley lifeboat *Frank Penfold Marshall* was launched on service. She was under command of Coxswain Thomas Cocking.

The yacht's hull was only visible between crests. She appeared to be empty but, from movement of its canopy, it looked as though there could be someone inside the liferaft. An attempted approach between the shore and the stern of the yacht had to be abandoned because it was too dangerous.

Helmsman Ward immediately decided that the only safe method of reaching the liferaft would be to anchor and veer down. The anchor was dropped at the edge of the surf line and the anchor line was paid out as the inflatable lifeboat came astern under her outboard engine. As each crest approached, the anchor line was held secure so that the lifeboat remained stationary, head to sea. Each time the boat took heavy water aboard, but she quickly cleared herself.

Twice the lifeboat was lifted on to a rock, but the helmsman put the engine out of gear, waited for the boat to be carried clear and then re-engaged the engine to continue the astern approach to the yacht. On the second occasion Helmsman Ward was knocked from his controls and almost overboard by a heavy sea and the boat heeled right over. However, he quickly regained control and then brought the boat stern first to the yacht. While the lifeboat lay alongside *Ladybird's* deckhouse, which was awash, it was established that there was no one on board.

The liferaft was about 25 feet further inshore. As the inflatable lifeboat left the yacht, she was again lifted on to a rock by a huge crest. The backwash did not carry her clear and she was left high and dry for about two minutes. The engine was out of gear but it could not be tilted because its skeg was jammed into a rock crevice. Crew Member Hocking hung over the bow and heaved on the anchor line as a crest approached. The boat came clear and once again approached the yacht. Another attempt was made to reach the liferaft but the boat would not manoeuvre because the propeller blades were badly damaged.

At this time a Wessex helicopter from RNAS Culdrose arrived and hovered a little to the west while the inflatable lifeboat was heaved seaward on her anchor

line so that her propeller could be changed. The anchor had dragged inside the surf line but was holding. Although the boat was swamped three times during the propeller change, the task was successfully completed. With her new propeller, the inflatable lifeboat could only attain about three knots, so she was driven seaward, the anchor was recovered and she cleared the surf line.

The helicopter used her downdraft to blow the liferaft clear of the rocks before a diver was lowered into it; he found it was empty. The diver was then lowered into the inflatable lifeboat to make sure that all was well with the crew.

Until St Ives 37ft Oakley lifeboat *Frank Penfold Marshall* arrived, at 1010, the inflatable lifeboat searched to west and east of the casualty, outside the surf line. With the arrival of *Frank Penfold Marshall* to take up the search, the D class lifeboat accepted a tow to St Ives from *FV Josephine*. The tow started at 1035 and St Ives was reached at 1110. A spare engine was fitted to the lifeboat, the crew put on dry clothing and

dry suits and re-launched at 1142. From 1201 to 1235 the inflatable lifeboat renewed her search along the coastline in company with the Oakley lifeboat, fishing vessels and a Sea King helicopter which had taken over from the Wessex. Nothing was found, however, and the search was called off. Both lifeboats returned to St Ives, arriving at 1315.

The body of the yachtsman was washed up a fortnight later.

For this service a bar to his bronze medal was awarded to Helmsman Eric T. Ward and the thanks of the Institution inscribed on vellum were accorded to Crew Members Thomas Cocking, Jnr, and John Stevens.

Scotland North Division

Dragging in storm

A YACHT DRAGGING her anchor in North Mouth, Out Skerries, 20 miles north east of **Lerwick** lifeboat station, in Shetland, was reported to the deputy launching authority by Lerwick Coastguard at 0051 on Tuesday September

St Ives: The yacht *Ladybird* aground just west of Whicker Point and swamped by breaking waves. St Ives 37ft Oakley lifeboat *Frank Penfold Marshall* and a helicopter from RNAS Culdrose continue the search for the missing yachtsman while St Ives D class lifeboat, her propeller damaged, is towed back to station. For this service a bar to his bronze medal was awarded to Helmsman Eric Ward.

photograph by courtesy of W. Thomas



21, 1982. The crew were assembled and at 0110 Lerwick's 52ft Arun lifeboat *Soldian* slipped her moorings and cleared the harbour with Coxswain/Mechanic Hewitt Clark in command.

It was a very black night with visibility poor in torrential rain. A storm, force 10, was blowing from the south west and the sea was rough. It was about half an hour before high water springs.

The lifeboat set out at full speed. Reaching Hoo Stack, however, speed was reduced to 14 knots in the very rough seas. On clearing the north of Moul of Eswick a lee was obtained and full speed was resumed. When south of Sybister Ness Light, speed was reduced until clear through Linga Sound, a difficult passage in the prevailing weather. Once again speed was increased to full. A course was steered through the passage between Muckle Skerry and Little Skerry where broken confused seas were met. The passage between Little Skerry and Out Skerry would be the normal route but sea conditions that night dictated the route to be taken. When passing Muckle Skerry *Soldian* spoke with the yacht, *Hermes of Lune*, to find out her exact position; she was inside Northeast Mouth. Her owner/skipper asked that the lifeboat take off his two crew upon arrival.

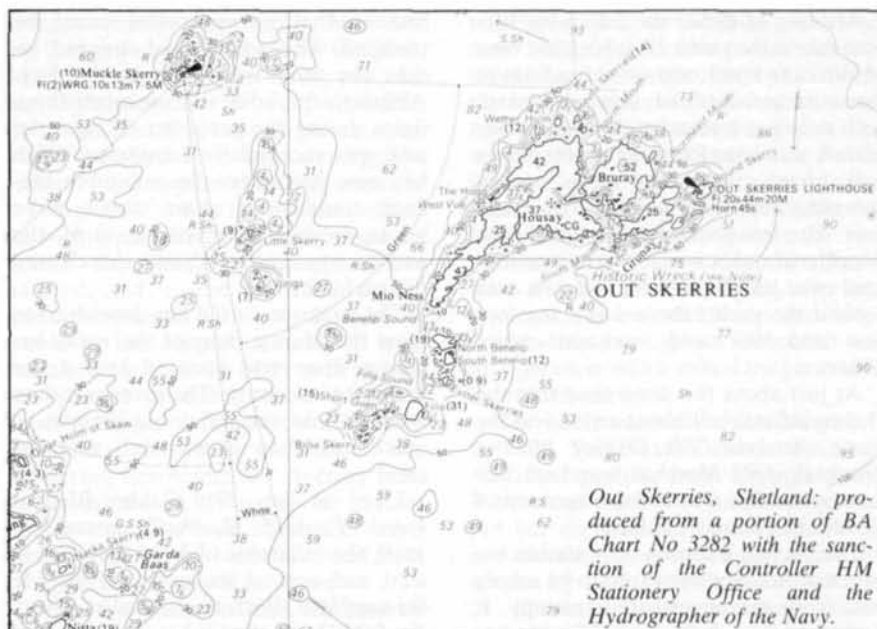
By the time *Soldian* arrived at the entrance to Northeast Mouth the south-westerly storm was gusting up to hurricane force 12. Such was the force of the wind that the sea was blown flat but the surface was completely white. The rain was still torrential.

Soldian has two searchlights, one portable and the other fitted on the top of the wheelhouse. Coxswain Clark told his crew to illuminate the entrance to Northeast Mouth by training one searchlight over the port bow and one over the starboard bow. Visibility was very restricted because of the overcast sky and very heavy rain. There are no shorelights in this area.

Hermes of Lune had anchored well up the sound on the north side, close to the island of Bruray, but had been dragging back down the sound towards open water. Her anchor was now over rocks and still dragging, with the possibility that the yacht would finish up on rocks astern of her. She was lying with her bows south west, so the lifeboat was taken alongside her port side and her two crew taken off; her skipper remained on board. The force of the wind funnelling through the sound was such that full engine power was needed to turn the lifeboat so that she could remake the entrance.

Throughout the remainder of the night, Coxswain Clark used his engines continually to hold a position at the entrance to Northeast Sound from which he would be well placed to bring the lifeboat in to take off the yacht's skipper, if required.

At 0630, by which time the wind had eased to strong gale, force 9, and



daylight was returning, the skipper asked the lifeboat to run a line ashore from the yacht. As the weather was very near the limit, in his judgement, for operating the lifeboat's Y class inflatable dinghy, Coxswain Clark decided to enter the sound, head up wind of *Hermes of Lune* and put the inflatable dinghy in the water where she would only have to travel down wind and sea to reach the yacht. This manoeuvre was carried out and the dinghy was successfully launched; she was manned by Assistant Mechanic Andrew Leask as helmsman and Emergency Mechanic Ian Newlands as crew.

The inflatable dinghy was taken down sea and wind to the yacht, passing under her stern to round up and come alongside her starboard side. *Hermes of Lune's* skipper passed a line into the dinghy and it was taken ashore. The shore itself was about 200 feet away but rocks extended out from it. Helmsman Leask drove the Y class dinghy on to a flat rock and Crew Member Newlands jumped ashore. Magnus Williamson, the auxiliary coastguard on the island, helped to secure the line to a rock and the inflatable dinghy was then relaunched. As she made her way back to the yacht, the line was paid out and the end was eventually passed inboard to the skipper. During the passage to and from the rock, Crew Member Newlands lay on the bow to counteract, with his weight, any tendency of the boat to flip over; there was the danger that she might be capsized.

Meanwhile, Coxswain Clark had brought the Arun to the entrance of the sound and had prepared for the recovery of the Y class dinghy. Once again, the dinghy had only to run down wind and sea and she was recovered safely and secured inboard.

By 0720 the wind had again eased. It was now down to near gale, force 7, gusting to gale force 8, and the yacht was no longer in danger. One of the yacht's crew was put back on board *Hermes of Lune*, to join the skipper; the

other member of her crew remained with the lifeboat.

The return passage to Lerwick was made at full speed. *Soldian* arrived at 0935 and was back on her moorings, refuelled and once again ready for service, at 1000.

For this service the bronze medal was awarded to Coxswain/Mechanic P. Hewitt P. Clark and the thanks of the Institution inscribed on vellum were accorded to Assistant Mechanic Andrew J. N. Leask and Emergency Mechanic Ian G. I. Newlands. Medal service certificates were presented to Second Coxswain Peter Leith and Crew Members Ian Fraser and Magnus Grant. A letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was also sent to Auxiliary Coastguard Magnus Williamson.

South East Division

MFV broken down

HM COASTGUARD reported to the deputy launching authority of **Southend-on-Sea** lifeboat station at 1706 on Sunday May 2, 1982, that MFV *Mary* had broken down and had asked for immediate help; she was about 15 miles east of the lifeboat station, due west of Maplin Edge Buoy. The fishing vessel *Costalot* had tried to take off *Mary's* two crew but had been unable to get alongside.

The relief Atlantic 21 rigid inflatable lifeboat on temporary duty at Southend was launched on service at 1712 manned by Helmsman Robert Fossett with Crew Members Mark Fossett and Simon Spratt. A strong breeze, force 6, which was increasing and which was to reach gale force 8, was blowing from west south west. The tide was in the third hour of flood so that, with wind against tide, there were heavy and confused seas in the Leigh Channel and The Warp. Visibility was good.

At 1742 Helmsman Fossett reported

to Thames Coastguard that he had reduced speed because of the deteriorating weather and because wind and spray were reducing visibility. As by this time the wind had risen to gale force, Thames Coastguard began radio checks with the Atlantic every five minutes and advised the launch of **Sheerness** lifeboat to help Southend lifeboat if required; Sheerness 44ft Waveney lifeboat *Helen Turnbull* slipped her moorings at 1803 under the command of Coxswain/Mechanic Robin W. Castle and set out across the Thames Estuary making good speed.

Meanwhile, Southend Atlantic continued to make best possible speed to the casualty and at 1759 *Mary* was sighted at anchor in a narrow gut to the west of Maplin Edge Buoy. She was being tossed about in the breaking seas and grounding in the troughs, and she was taking a lot of water on board. Helmsman Fossett, realising the danger of any delay, spoke with her crew by radio and asked them to be ready to abandon ship immediately.

As Helmsman Robert Fossett made his approach towards *Mary* the Atlantic was broached by the seas and laid over on her starboard sponson several times. However, Crew Members Mark Fossett and Simon Spratt managed to snatch the two fishermen from *Mary* at the first attempt. The lifeboat was then driven clear of the casualty into deeper water and at 1808 Thames Coastguard were informed that both men were safely aboard the Atlantic.

The return passage to Southend was head to sea and, in the heavy breaking waves, the lifeboat was pitching severely. Concerned that there might be the possibility of capsizing, Helmsman Fossett stationed Crew Members Fossett and Spratt in the bows to distribute the weight more evenly. However, this proved to be extremely punishing for the lifeboatmen and, as one of the fishermen, suffering from seasickness and hypothermia, was becoming very weak, the engines were throttled back until there was just enough speed to give steerage way while Crew Members Fossett and Spratt sheltered the two fishermen from the wind and spray.

In view of the worsening weather and the state of the survivors, Helmsman Fossett decided that the two men should be transferred from Southend Atlantic to Sheerness Waveney lifeboat. At 1825 the Atlantic, continuing to make headway, was informed that *Helen Turnbull* would reach her position in about 30 to 40 minutes and the two lifeboats rendezvoused at South West Swin Buoy at 1855. As there was no shelter from wind or sea which could be gained, it was decided to make the transfer immediately. Sheerness lifeboat ran down sea, the Atlantic 21 was driven alongside and one man was taken aboard *Helen Turnbull*; the manoeuvre was repeated for the transfer of the second survivor.

At 1900 both lifeboats set course for Southend Pier at reduced speed. The

return passage was made in extremely rough conditions, taking nearly two hours, with the Sheerness Waveney escorting the Southend Atlantic 21. Both lifeboats reached Southend Pier at 2048 and the two fishermen were landed to a waiting ambulance. Southend Atlantic 21 was rehoused and once again ready for service by 2107 and Sheerness Waveney lifeboat returned to station; she arrived at Sheerness at 2146 and was refuelled and back on her moorings by 2215.

For this service the bronze medal was awarded to Helmsman Robert T. Fossett of Southend-on-Sea lifeboat and framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Crew Members Simon P. Spratt and Mark A. Fossett. A letter signed by Lt-Cdr Brian Miles, deputy director, expressing the Institution's appreciation to Coxswain/Mechanic Robin W. Castle and his crew was sent to Captain William I. Patterson, honorary secretary of Sheerness lifeboat station.

East Division

Damaged steering

YARMOUTH COASTGUARD informed the honorary secretary of **Great Yarmouth and Gorleston** lifeboat station at 0236 on Monday May 3, 1982, that the yacht *Seamist* of Rhu had sustained damage to her steering gear two hours earlier on Scroby Sands, breaking her tiller. A jury rig had been set up and the yacht's crew of two had thought that they could ride it out until the tide turned. However, they were now beginning to be affected by fatigue and the weather was deteriorating.

It was a clear night, although the sky was overcast. A gale, force 8, was blowing from north north east and the sea was very rough. It was three hours before high water.

The crew was assembled and at 0249 Great Yarmouth and Gorleston's 44ft Waveney lifeboat *Barham* slipped her moorings and set out on service under the command of Coxswain/Mechanic Richard Hawkins. The lifeboat cleared the harbour piers at 0256 and headed at full speed out through the Hewett Channel. Then, changing to a north-easterly course to make for *Seamist*, which was in the vicinity of Cross Sands Buoy, she met the full strength of the gale force winds head on and had to reduce speed in the rough, short head seas and swell. The dredger *Marine Stone* was watching the yacht on her radar but kept losing radar 'sight' of her because of the prevailing conditions.

At 0340 the lifeboat neared the casualty. *Seamist*, a yacht of about 24ft overall, was two miles north north west of Cross Sands Buoy lying under a storm jib with her head about south east; the wind and sea were on her port quarter.

The lifeboat circled around *Seamist*,

shining the searchlight on her to assess the situation. The yacht was seen to be rolling violently in the rough seas so Coxswain Hawkins, worried about the damage he could cause the smaller, lively boat, decided to pass a tow without going alongside. The yachtsmen were asked to try to pull inboard the sails and any trailing rope ends. The lifeboat then approached from the starboard quarter and passed down the starboard side taking care to clear the gyrating mast. Three times this manoeuvre was repeated; on each occasion a heaving line was thrown aboard but the two yachtsmen, now very tired, were unable to get hold of it. A fourth attempt was made but one of the men went overboard as the yacht rolled and her handrails parted; he climbed back aboard as the scene was lit by parachute flares.

At 0412 Coxswain Hawkins decided that a lifeboatman would have to be put aboard the yacht to help. A fifth, and closer, approach was made and as the two boats came together Crew Member Paul Carter jumped aboard; the two boats rolled and he was pinned momentarily between the quarter rubber of the lifeboat and the cabin of the yacht, bruising his shoulder, before the lifeboat pulled clear. A sixth approach was made, the heaving line taken by Crew Member Carter, and then a tow line was passed and made fast.

The tow began, at dead slow speed, at 0445 and the lifeboat and yacht entered Yarmouth Harbour at 0730. The yacht was moored and her crew landed ashore. The lifeboat was back on her moorings, once again ready for service, at 0915.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic Richard J. Hawkins and a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Crew Member Paul H. Carter. Vellum service certificates were also presented to Acting Second Coxswain John R. Baker, Emergency Mechanic Leander Wells and Crew Members David V. Mason and Peter M. Collins.

South West Division

Propeller fouled

NUMEROUS TELEPHONE CALLS were received by Brixham Coastguard at about 0120 on Wednesday August 18, 1982, reporting the sighting of red flares off Teignmouth Pier. Teignmouth Coastguard rescue company were immediately alerted and John Hook, auxiliary coastguard in charge, prepared to undertake the rescue. He telephoned Sydney Hook, coxswain of the Trinity House pilot cutter, and asked him to go to the cutter and await instructions; then he himself went to the promenade to assess the situation.

It was quickly established that a yacht, *Albatross*, was aground very

close to Teignmouth Pier and that the only way of effecting a rescue would be from seaward. So John Hook, together with William Hook and Andrew Burton, hurried to join Coxswain Hook aboard the pilot cutter *Storm Siren* in Teignmouth Harbour; moorings were slipped at 0143. *Storm Siren*, a 41ft Watson ex-lifeboat originally stationed at Moelfre, took out with her her 14ft dinghy.

The night was overcast with rain squalls. A near gale, force 7, was blowing from the south west and the sea was rough. It was about four hours before high water. In view of the rough weather, Brixham Coastguard called the deputy launching authority of **Torbay** lifeboat station at 0125 and at 0142 Torbay's 54ft Arun lifeboat *Edward Bridges (Civil Service No 37)* slipped her moorings under the command of Coxswain Arthur Curnow and headed for Teignmouth Pier, to stand by.

Clearing Teignmouth river mouth, Coxswain Hook expertly negotiated the narrow channel between Pole Sand and East Pole Sand and then turned to port to head for the casualty; in all, the one mile passage from the mooring took about 12 minutes. On arrival, *Albatross* a 28ft steel hulled yacht, was seen to be aground about 15 feet south of Teignmouth Pier. She had been on passage from Weymouth when, off Teignmouth, a rope had become fouled around her propeller. Unable to clear the rope, the owner, who was sailing singlehanded, had dropped anchor and fired distress flares.

The south-westerly near gale off the land, gusting in the rain squalls, was in conflict with the incoming tide, so that in the shallow waters the sea was rough and confused. *Albatross* now had two anchors out, but could be seen to be dragging slowly in towards the pier.

Taking advantage of the fact that, being an ex-Watson lifeboat, *Storm Siren*'s propeller is protected, Coxswain Hook brought the pilot cutter round in a sweep towards *Albatross*, coming up head to sea to stem the waves and tide. While *Storm Siren* was making this sweep, John Hook and Andrew Burton boarded the 14ft dinghy and cast off to pass a towline to the yacht. With Andrew Burton at the oars and John Hook tending the 2½in nylon towline, the dinghy headed for *Albatross*. The weight of the line and the rough seas made it a very hard row, but it was successfully accomplished and the dinghy came safely alongside the starboard side of the yacht.

John Hook boarded *Albatross* to help her singlehanded skipper and to make the towline fast. Andrew Burton returned to *Storm Siren*, rowing powerfully. By now the yacht was within a few feet of the pier and in imminent danger of being dismasted and wrecked as she was carried under it.

As soon as the yacht's anchors were clear, Coxswain Hook began the tow. He was able to bring the yacht head to

sea and set course to return by the same way he had come on the outward passage. Because of the darkness of the morning and the rain, visibility was poor, so members of the Coastguard rescue company ashore fired parachute flares over the narrow entrance to Teignmouth to help Coxswain Hook to negotiate the channel safely.

Once *Storm Siren* and her tow were safely inside the bar, Torbay lifeboat returned to station; she was back on her moorings and again ready for service at 0315. *Albatross* was moored inside the harbour at Teignmouth and Teignmouth rescue company were stood down at 0238.

For this service the thanks of the Institution inscribed on vellum were accorded to John F. Hook and framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Andrew M. Burton and Sydney C. Hook. A letter of thanks signed by Rear Admiral W. J. Graham, director of the Institution, was sent to William E. Hook.

South West Division

Broken rudder

THE YACHT *Concerto*, in difficulties ten miles north of Round Island, was reported to the honorary secretary of **St Mary's**, Isles of Scilly, lifeboat station by Falmouth Coastguard at 1618 on Tuesday June 22, 1982. Maroons were fired and at 1635 St Mary's 52ft Arun lifeboat *Robert Edgar* slipped her moorings and, under the command of Coxswain Matthew Lethbridge, set out on service.

In St Mary's harbour a fresh breeze, force 5, was blowing from south south west. It was three hours before high water, some two days after spring tides. The sky was overcast with visibility three to four miles between rain squalls.

Tresco Channel, navigable by the lifeboat from 2½ hours' flood on a spring tide, was negotiated at full speed and at 1650, with Round Island abeam, a course of 025°M was set. From information received from the Coastguard, from DF bearings and from vessels in the area, it was established that the position of the yacht was 50°19'N, 06°11.5'W. Once clear of the land, the wind was near gale, force 7, to gale, force 8 and the passage north in high following seas demanded great concentration and a high standard of boat handling from Coxswain Matt Lethbridge to prevent the lifeboat broaching. The engines were kept at full ahead throughout.

At 1800 the lifeboat arrived at the position given for *Concerto*, adjusted for tidal set and the yacht's drift. HMS *Pollington* was also on the scene and it was agreed that the lifeboat and warship should search downwind in company. At a speed of 10 knots, Coxswain Lethbridge kept station on the starboard

beam of the warship, maintaining visual contact at a quarter of a mile to half a mile depending on visibility in the very heavy rain squalls.

At about 1845 the warship obtained a VHF DF bearing of the casualty; she was lying to the south west. Course was altered to that heading and the lifeboat, increasing her speed to 12 knots, drew ahead of the warship. After 15 minutes the lifeboat fired a white flare. *Concerto* reported by radio that she could see the flare on bearing 030°. Coxswain Lethbridge increased to full speed and found the yacht at 1915.

Concerto was heading south south east, wallowing in the high seas and shipping heavy spray. Her sails were stowed and she appeared in good order apart from her rudder, which was hanging askew. Two men could be seen in her cockpit.

The wind was still from the south south west but by now it had risen to storm force 10. The tide flowing across the wind was creating a sea estimated at 20 feet high, 100 feet between crests, reminiscent of that experienced during the Fastnet Race storm of 1979. The lifeboat was shipping green water as the approach was made.

At 1930, while a large Finnish tanker, ss *Tervi*, steamed into a position a quarter of a mile away to create a lee, Coxswain Lethbridge rigged a towline, heavily fendered the lifeboat's port side and then manoeuvred alongside the yacht. His intention was to secure a tow line and then take off the two crew, but he was forced to drive clear of the casualty to avoid damage while the tow line was secured. With the two men still aboard their yacht, therefore, the tow was taken up at 1935 on a course of 212°M.

On 100 fathoms of towline, suitably weighted, a towing speed of 3 to 4 knots was achieved. However, with the onset of darkness and the continuing severe weather, Coxswain Lethbridge decided to take off the yachtsmen. It was a difficult operation. While trying to bring the yacht alongside, her stern was carried into the lifeboat's port quarter by a large sea; narrowly avoiding two crew members, it struck the deckhouse above their heads, bent a stanchion and marked the belting. Despite this incident, by waiting for instructions from Second Coxswain Roy Guy, the transfer was made without further damage or injury. The tow was resumed at 2110 at a speed of 4 knots, but about 20 minutes later the towline parted.

HMS *Pollington* had already departed to help search for a yacht reported in difficulties off Seven Stones, north east of the Isles of Scilly. Coxswain Lethbridge immediately informed the yachtsmen and Falmouth Coastguard of his intention to abandon his tow to go to the aid of this second casualty, the French yacht *Martez*. A course was set at 185°M and full speed was then maintained with only brief reductions to meet particularly heavy seas.

At about 2230 St Mary's Arun lifeboat, four miles north on Seven Stones Lightvessel, began a downwind search in company with HMS *Pollington*, **Sen-nen Cove's** 37ft 6in Rother *Diana White* and a Sea King helicopter from RNAS Culdrose. *Diana White* had launched on service at 1914 under the command of Coxswain/Mechanic Maurice Hutchens. When, however, a yacht answering the description of *Martez* was found close ashore near Penzance Harbour, the search was called off and the 46ft 9in Watson relief lifeboat *Guy and Clare Hunter*, on temporary station duty at **Penlee**, was launched at 2353 to go to the French yacht's help. Soon after *Guy and Clare Hunter* had launched, under the command of Coxswain Kenneth Thomas, *Martez* was reported to have come ashore and her crew of two to be safely on the beach in the care of the Police.

St Mary's lifeboat arrived back at station at 0055 on Wednesday June 23; the crew of *Concerto* were landed at 0110 and the lifeboat was refuelled and back on her moorings ready for service at 0230. The abandoned yacht was found later that day by the Dutch coaster *Inga*, off the North Cornwall coast, and towed to St Ives.

Coxswain Matthew Lethbridge later received letters of thanks from *Concerto's* skipper, who wrote:

'... I am writing to express my appreciation for the skill and dedication of the St Mary's lifeboat crew. ... Words, particularly on paper, are always inadequate vehicles to express these feelings. ...'

and his crew:

'... Having felt guilty in the first place that we had got into the difficulties we did and that we had to ask for help, I found all that followed a most exciting experience and I feel privileged to have been able to see at first hand both the caring and the professionalism of you and your lifeboat crew and I thank you all very much indeed for it all. ...'

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Matthew Lethbridge, BEM, of St Mary's lifeboat and vellum service certificates were presented to Second Coxswain Ernest Roy Guy, Motor Mechanic William R. Burrow, Emergency Mechanic Ritchie Christopher and Crew Members Rodney J. Terry, Roy Duncan, Brian Jenkins and Stuart J. Thomas. A letter, signed by Rear Admiral W. J. Graham, director, expressing the appreciation of the Institution to the master of the Finnish tanker *Tervi*, was sent to the ship's owners, Neste O/Y.

Scotland North Division

Making water

WICK COASTGUARD informed the honorary secretary of **Thurso** lifeboat station at 1355 on Tuesday September 7, 1982, that the fishing vessel *Coronella* was making water off Duncansby Head and

the lifeboat was asked to launch with pumps. At 1410 **Thurso's** 48ft 6in Solent lifeboat *The Three Sisters* launched on service under the command of Second Coxswain John Manson and headed into harbour to embark pumps held in the harbour oil depot. Kenneth MacKenzie of the oil depot, who is also the engineer of the RNAS tender *Loyal Proctor* which is based in Scrabster, joined the crew to supervise the pumps. HMS *Stubbington*, a minesweeper seconded to fishery protection duties which was in Scrabster Harbour, sailed at 1429 to help the casualty.

Coronella was 12 miles east north east of the lifeboat station and *The Three Sisters* maintained full speed to her position. During the passage HMS *Stubbington* established that there were 11 men on board the fishing vessel.

It was an overcast day with frequent rain squalls passing through, reducing visibility. There was a strong breeze, force 6, blowing from the west and the sea was rough. High water springs had been at 1153.

HMS *Stubbington* arrived on scene at about 1512; she lowered a boat to take a pump across to *Coronella*, but unfortunately the pump's handle was lost overboard so that it could not be used. The fishing vessel was anchored slightly to the west of the rocks known as the Men of Mey and the minesweeper could not approach close enough to pass a tow line. The strong westerly breeze was blowing across the overfalls in the area giving a very confused sea and the broken water disguised the exact position of the rocks.

By this time *Coronella* was well down by the stern and had only three foot clearance left in her engine room above the waterline. There was concern that the bulkhead might give and she had lost all power. Her own lifeboat was turned out ready for her crew to abandon ship.

Thurso lifeboat arrived at 1550 and went alongside the casualty to transfer the pumps. Two lifeboatmen together with Kenneth MacKenzie were also put on board to help. Acting Coxswain John Manson is a Stroma man and, having fished the area since a young boy, knew exactly where the rocks were in relation to the casualty.

There was some difficulty in getting the pumps started and *The Three Sisters* lay off ready to take off all the men on board *Coronella* if necessary; unless the pumps had contained the inflow of water the fishing vessel would without doubt have sunk. However, the two pumps were eventually started and the water level held.

At about 1700 *Coronella* cut her anchor line and she was immediately swept into the overfalls and carried west north west. As she drifted along the overfalls Acting Coxswain Manson took the lifeboat alongside and re-embarked his two crew members and Kenneth MacKenzie. HMS *Stubbington* fired two lines across and a tow was connected; it

parted but another tow was successfully passed.

HMS *Stubbington* took *Coronella* in tow to **Thurso** Bay where the lifeboat took over and, at 2145, berthed the disabled fishing vessel alongside, with the help of the pilot cutter and *Loyal Proctor*. **Thurso** lifeboat was rehoused and ready for service at 2200.

Coronella had grounded on rocks to the west of Duncansby Head and drifted to St John's Point, a notorious area of the Pentland Firth. In grounding her transducer was torn out, leaving a hole in her bottom. She remained in Scrabster Harbour for two days where the Fire Brigade kept her afloat until a diver could make temporary repairs.

For this service the thanks of the Institution inscribed on vellum were accorded to Second Coxswain John D. Manson, acting coxswain. Vellum service certificates were presented to Motor Mechanic Angus M. Reid, Emergency Mechanic Brian Williams, acting assistant mechanic, and Crew Members Ian McMillan and Jay Scott MacKay and also to Kenneth Ross MacKenzie.

West Division

Disabled

A FISHING VESSEL, *Gardelwen*, suffering engine and steering failure was reported to the honorary secretary of **Barmouth** lifeboat station at 0330 on Sunday October 31, 1982. She was 17½ miles bearing 265°M from Barmouth and needed urgent help. Maroons were fired and at 0345 the 42ft Watson relief lifeboat *Dorothy and Philip Constant*, on temporary duty at Barmouth, slipped her moorings under the command of Second Coxswain Leonard Vaughan. The coxswain and several crew members were away on passage with the station boat.

The sky was overcast, a near gale, force 7, was blowing from the south and the seas were rough. It was one hour after low water. In that state of tide and weather it was necessary to use the searchlight to ensure a safe passage across the bar. Once clear of the bar, however, at about 0405, the lifeboat set course for the disabled fishing vessel at full speed.

The true force of the near gale was now experienced. The sea was very rough and there was a 10 to 14 foot swell. The lifeboat was rolling heavily in the beam seas and shipping water. While on her way, she received a radio message from the Coastguard to say that *Gardelwen* was making water and in danger of foundering.

The seas were getting worse. At about 0515, estimating that he was some four miles from the fishing vessel, Acting Coxswain Vaughan instructed the lifeboat's searchlight to be switched on and *Gardelwen* was asked to fire a red flare when she sighted the light.

Within ten minutes a red flare was observed right ahead at three to four miles distance. Course and speed were maintained and at about 0545 the lifeboat arrived at the casualty.

Gardelwen was lying north-south and had been trying to lie to an anchor. On the approach of the lifeboat she weighed her anchor and, as her crew of three did not want to leave their boat, Acting Coxswain Vaughan decided to try to tow her to Barmouth. He took the lifeboat up along the starboard side of the fishing vessel and the lifeboatmen succeeded in passing a heaving line which was used as a messenger by the fishermen to send back a tow line to the lifeboat. This line, however, was far too short for a tow in the gales and very rough seas, so the lifeboat was taken up along the fishing boat again to pass across her own line, which the fishermen made fast on board *Gardelwen*.

Acting Coxswain Vaughan had decided to run before the sea while the towlines were being passed in order to give some protection to his crew working forward, and seas were breaking over the stern of both lifeboat and fishing boat the whole time.

The weather had deteriorated still further and a force 8 gale was now blowing from south to south west. The sea was very rough with a 15 foot swell.

Gardelwen, with no steering, was yawing and rolling violently and it was with great skill and difficulty that the tow was rounded up and course set for the return to Barmouth. As well as yawing, the fishing boat frequently tended to over run the lifeboat and, to try to avoid excessive snatch on the tow the lifeboatmen were continually taking in and paying out the slack on the towlines; it was an arduous task but it was accomplished despite the heavy rolling seas which frequently broke aboard.

In spite of these efforts, however, the towline parted. Acting Coxswain Vaughan came about to reconnect the tow. This time he asked *Gardelwen* to make the fishing boat's own line fast to one side of one of her tyre fenders and to make the lifeboat's line fast to the other side of the fender so that there would be some weight part way along the towline to give it some spring to ease the snatching. This was done and the tow resumed.

After about half an hour at three-quarter throttle the tyre tore apart with such violence that the half attached to the lifeboat's line whipped back aboard, travelling the full length of the lifeboat and hitting the two foremost stanchions with such force that they were bent. Fortunately the crew had all ducked in time and no one was hurt.

With great difficulty the tow was reconnected, this time with two fenders between the two parts of the line. The tow was resumed without further mishap, though both boats continued to roll heavily and the casualty to yaw violently.

It was four hours after high water when the lifeboat and tow arrived off Barmouth Bar. The south-westerly wind had eased to force 6 but it could be seen that there was a heavy run of breaking sea. *Gardelwen* was by this time 'half full of water' and Acting Coxswain Leonard Vaughan realised that if he was to have a chance of negotiating the bar with the casualty, he must make the crossing right away, before, on the ebbing tide, there was any further fall in the depth of the water. He therefore headed in towards Barmouth over the bar.

The long run in, successfully achieved, was made over one vast area of white breaking running seas. Towing a disabled vessel in such conditions required both courage and ability and all who witnessed the approach of lifeboat and tow expressed great admiration.

Gardelwen was safely moored at about 1150 and the lifeboat was refuelled and back on her moorings ready for service at 1230.

For this service the thanks of the Institution inscribed on vellum were accorded to Second Coxswain Edward Leonard Vaughan, acting coxswain, and vellum service certificates were presented to Boat Mechanic Kenneth Ingram, Crew Member Harry Allday, acting second coxswain, and Crew Members Robert A. Buckley, John H. Stockford and Llewelyn W. Griffin.

Scotland North Division

Broken adrift

THE STATION HONORARY SECRETARY of **Thurso** was informed by Wick Coastguard at 2105 on Tuesday November 16 1982, that the trawler *Arctic Crusader* had broken adrift in Scrabster Harbour, close by the lifeboat station, and he was asked to place the lifeboat on standby. The crew were assembled and at 2120 the lifeboat was asked to launch.

Within five minutes Thurso's 48ft 6in Solent lifeboat *The Three Sisters* had launched under the command of Coxswain William Farquhar and was on her way to the casualty. The night was very dark with an overcast sky and it was raining. A strong gale, force 9, gusting to storm force 10 was blowing from the north west and the sea was very rough. It was half an hour after high water.

Arctic Crusader had been blown clear of the harbour and was in broken water drifting down on to the beach. Another fishing trawler, *Donwood*, had her anchor down and a line across to *Arctic Crusader*, but this anchor was dragging. Since launching, Coxswain Farquhar had been assessing the situation and concluded that if *Arctic Crusader* continued her rapid drifting she would be in shallow water beyond the reach of the lifeboat and he asked that a helicopter should standby.

Arctic Crusader asked the lifeboat to

pass a second tow rope to *Donwood*. The lifeboat, however, could not carry out this manoeuvre between the two fishing vessels without the strong possibility of being severely damaged herself, so *Donwood* floated a second line down to *Arctic Crusader*. Once the second towline was made fast, *Arctic Crusader* asked that the helicopter be cancelled; her skipper also asked that, should the tow part, the lifeboat should come alongside and take off his crew.

With the two towlines secured, *Donwood* tried to take up the tow, but as soon as the weight was taken on the ropes they both parted. Coxswain Farquhar had positioned the lifeboat ready to go in alongside *Arctic Crusader* if necessary. The weather had not moderated and the casualty was now well inside the surf line among high breaking seas. Waves were continually breaking right over the lifeboat and the coxswain had time for only one attempt to get alongside before *Arctic Crusader* would be in water so shallow she would be beyond the lifeboat's reach.

Coxswain Farquhar took the lifeboat in alongside *Arctic Crusader's* port side and, finding no one on deck, held her there. Within a minute or two the trawler's engines started and she headed back for Scrabster Harbour. Apparently there were only three men on the disabled trawler, not five as reported. Two were engineers who were down in the engine room working on the engines. As the lifeboat approached, the skipper had gone below to tell them to abandon ship, but just at that moment they had succeeded in getting the engines started.

The lifeboat escorted *Arctic Crusader* back into harbour but the trawler's engines, already damaged, seized ahead and her bow struck the jetty. The lifeboat was rehoused and once again ready for service at 2300.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain William Ross Farquhar and vellum service certificates were presented to Second Coxswain John D. Manson, Motor Mechanic Angus M. Reid, Assistant Mechanic Edward Fraser and Crew Members Neil MacDonald Farquhar, William Munro and Brian Williams.

South West Division

Fishing boat sinks

WEYMOUTH LIFEBOAT was asked to launch by Portland Coastguard at 0945 on Monday November 15, 1982, to go to the help of the fishing boat *Amirante* reported to be taking water four miles south of Portland Bill.

It was a fine morning with a fresh breeze, force 5, blowing from the north west and a moderate sea. It was three hours after high water.

Weymouth's 54ft Arun lifeboat *Tony Vandervell* slipped her moorings at 1003



Weymouth: as *Amirante* sinks, Weymouth's 54ft *Arun* lifeboat Tony Vandervell moves in to pick up her crew. On the lifeboat foredeck are (l) Crew Member Robert Runyeard and (r) Assistant Coxswain Michael Reynolds.

photograph by courtesy of Focus Press

with Second Coxswain/Mechanic Derek Sargent in command. When she arrived on scene she found that another fishing vessel had taken *Amirante* in tow. Both vessels said that they were happy to continue the tow and that the lifeboat crew's offer of help in pumping out was not needed. A little while later, however, *Amirante* slipped the tow and the lifeboat was again offering help when the casualty suddenly began to founder. Acting Coxswain Sargent moved in swiftly and picked up her crew safely. The three men were landed at Weymouth and one of them was taken to hospital for examination. The lifeboat was back on her moorings and once again ready for service at 1140.

For this service a letter of appreciation signed by Rear Admiral W. J.

Graham, director of the Institution, was sent to Second Coxswain/Mechanic Derek J. Sargent, acting coxswain.

East Division

Powered bathtub

THREE MEN who had set out to cross the Inner Wash from the River Nene to Hunstanton in a bathtub on Monday September 13, 1982, were reported overdue at 2115; the tub was lashed to inner tubes and an inflatable dinghy and powered by an outboard engine. Yarmouth Coastguard informed the honorary secretary of **Hunstanton** lifeboat station and at 2128 the relief Atlantic 21 rigid inflatable lifeboat on temporary

duty at Hunstanton launched on service manned by Helmsman Alan Clarke and Crew Members Gerald Wase, Victor Dade and Michael Wallace.

It was a fine night with a light breeze blowing from the south and the sea was calm. The Coastguard had been told that the three men had intended to keep inshore on their passage, so the Atlantic set out to search up to King's Lynn. First she searched across Stubborn Sand to Cork Hole. By now it was low water neaps. At No 3 Buoy a parachute flare was fired, but nothing was seen. The boat's searchlight then failed so she continued all the way to King's Lynn Docks using hand lamps and parachute flares. Meanwhile, an SAR helicopter was searching the marshes and banks and Hunstanton Coastguard CRC were searching on foot across the mud flats. Nothing was seen, so at 2355 the Atlantic 21 returned slowly from King's Lynn to Hunstanton; the lifeboat was recovered at 0130 on Tuesday September 14 with the intention of resuming the search at daybreak.

Four hours later, at 0530, the crew reassembled, but as very thick fog had now formed the Atlantic 21 did not launch until 0710. With Helmsman Alan Clarke were now Crew Members Charles Groundsell, Arthur Osborne and John Hawkes.

Searching started inshore at a quarter ebb from Hunstanton to south west of Heacham. At 0914 the Atlantic crossed the sands to Cork Hole. Visibility was still down to 30 yards and, overrunning the channel, the lifeboat grounded on Styeman's Middle Sand; she worked off again and then returned to Hunstanton as it was thought unwise to continue until visibility had opened out. At 1014, with visibility up to half a mile, the Atlantic set out again, re-crossing the

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LONG SERVICE AWARDS

THE LONG SERVICE BADGE, introduced from January 1, 1982, for crew members and shore helpers who have given active service for 20 years or more, has been awarded to:

Aberdeen

Assistant Mechanic G. Walker
Crew Member W. Cowper
Crew Member F. Cruikshank

Angle

Coxswain/Mechanic W. J. R. Holmes
Shore Helper R. Roch

Barrow

Coxswain R. O. Charnley
Crew Member A. Beckett
Crew Member P. Charnley
Crew Member E. A. Diamond

Baumaris

Coxswain D. W. Gallichan
Crew Member R. W. Jones

Donaghadee

Coxswain/Assistant Mechanic J. Bunting

Crew Member W. T. Lennon

Dungeness

Shore Helper W. J. Oiller
Shore Helper F. E. Paine
Shore Helper T. R. Tart
Shore Helper J. H. Thomas

Eastbourne

Shore Helper J. A. Hall

Eyemouth

Coxswain A. Dougal
Shore Second Coxswain/Mechanic J. Tarvit
Crew Member J. Blackie

Girvan

Coxswain W. Coull
Second Coxswain/Mechanic A. Ingram
Assistant Mechanic A. Prestley

Lerwick

Second Coxswain P. Leith

Moelfre

Crew Member W. O. Rowlands
Shore Helper R. Lewis
Shore Helper J. Nicholson
Shore Helper R. Owen

Peel

Crew Member J. Sayle

Rhyl

Coxswain B. A. Herbert
Second Coxswain G. Hughes
Crew Member I. Armstrong
Shore Helper D. Price

Skegness

Coxswain/Mechanic K. J. Holland
Second Coxswain J. M. Grunnill
Bowman R. P. Chapman
Assistant Mechanic J. B. Strzelecki
Crew Member M. R. Hatton

Stromness

Crew Member W. Sinclair

Tenby

Coxswain J. Richards
Crew Member M. Crockford
Crew Member M. Wilson

Valentia

Coxswain D. Walsh
Second Coxswain/Mechanic J. J. Houlihan

Walmer

Motor Mechanic B. G. Brown

Wells

Crew Member A. L. F. Warner

Wick

Crew Member J. MacKay

The naming of the 37ft 6in Rother lifeboat

RNLB Princess of Wales by HRH The Princess of Wales

BARMOUTH: NOVEMBER 25, 1982

THE FRESHLY PAINTED and polished 37ft 6in Rother lifeboat to be named *Princess of Wales* sparked against a backdrop of gentle mountains, their tops dusted with a light covering of snow. The low winter sun's reflection in the estuary showed a quay packed with people, a platform party ready to receive honoured guests, and a neatly dressed crew aboard the lifeboat. Everything seemed perfect and indeed everything was, now that the cold, sharp showers of the morning, which had threatened one of the RNLB's most outstanding ceremonies of 1982 – the naming of the new Barmouth lifeboat by Her Royal Highness The Princess of Wales – had passed.

The Prince and Princess of Wales paid a two-day visit to areas around Barmouth on November 25 and 26, one of the main engagements being the naming of the lifeboat on the first day. The Royal couple started with a visit to

Aberdovey and during the now traditional walkabout inspected the lifeboat station and met members of the crew who gave a short display with their Atlantic 21 lifeboat. While this was going on, people a few miles up the coast in Barmouth had already started to take up positions to see the Prince and Princess even though they were not due until after lunch. Weeks of planning by the station committee, divisional inspector, regional organiser and town police authorities had covered every eventuality, including rain, and even the wiping dry of some 400 seats did nothing to dampen spirits. Then, with less than an hour to go, a shaft of sunlight pierced the clouds and spread to brighten the whole town. The procession of cars arrived and the moment had come: the Prince and Princess were in Barmouth.

After formal introductions, the Princess, looking radiant even on a cold

November day, was presented with a bouquet by Debbie Jones, daughter of Crew Member Victor Jones, and with a souvenir programme by Rachel Probert, daughter of Crew Member Kenneth Probert. Victoria Haworth, daughter of Dr Robert Haworth, honorary medical adviser and also a crew member, presented a souvenir programme to the Prince. The Princess delighted the girls by pausing for a few words with each of them before the ceremony began.

Lt-Cdr R. M. Richards, president of Barmouth station branch, opened the proceedings, welcoming everyone and telling the Princess:

'Your presence here today, to bestow your name on our lifeboat, proves that Barmouth is the place where all our happiest dreams have come true.'

Raymond Cory, chairman of the Welsh lifeboat appeal which raised over £60,000 towards the cost of the lifeboat, handed the boat to the RNLB and Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, delivered her into the care of Barmouth station. In accepting the lifeboat the station honorary secretary, Ioan Jones, in his bilingual speech, said:

'We are immensely proud of our new lifeboat and I can assure you that she will receive from the crew all the love, care and attention due to a Princess of Wales. She will be maintained by the Institution in pristine condition to serve this area for many years to come. This does not mean, however, that the RNLB Princess of Wales will be pampered. She will not be spared in any way when she is called out on a service, however onerous the conditions may be. You can be assured that Princess of Wales will not shirk to perform her allotted function at any time.'

After the service of dedication, during which the Princess showed a grasp of Welsh by joining in the hymns in both languages, Mr L. G. Williams, station branch chairman, invited her to name the lifeboat. Stepping forward, the Princess said:

'I name this lifeboat Princess of Wales. May God bless her and all who sail in her.'

She pressed the button to send the bottle of champagne crashing over the bows and was clearly thrilled with the effect. To the loud cheers of the crowd, the Prince and Princess then moved across the quay to inspect the lifeboat and her equipment. Once in the cabin with Coxswain George Jeffs they were able to relax for a few minutes and here was the chance for an informal chat and a joke from the Prince.

Stepping off the lifeboat, the Royal couple met members of the crew and signed the visitors book before being whisked away to complete their busy programme elsewhere. Within minutes, the sun, too, was gone, as though it had shone on the crowded town as some kind of blessing. Such was the excitement of the day that many people went away believing just that.—R.K.



A bouquet for the Princess, presented by Debbie Jones, daughter of Crew Member Victor Jones. Just behind Debbie is Rachel Probert, daughter of Crew Member Kenneth Probert, who presented a souvenir programme to Her Royal Highness. Victoria Haworth, daughter of Dr Robert Haworth, station HMA and a crew member, who presented a souvenir programme to HRH The Prince of Wales, is just out of sight.



After the naming ceremony HRH The Princess of Wales inspected Barmouth's new 37ft 6in Rother lifeboat which bears her name. With Her Royal Highness is Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and behind them (l to r) are Lt-Cdr H. F. Teare, divisional inspector of lifeboats (West), Brian Moss, district engineer (North West), and Motor Mechanic Dewi Davies.

photographs by courtesy of Liverpool Daily Post and Echo

Eleven years on . . .

A LOOK AT THE ATLANTIC 21 RIGID INFLATABLE LIFEBOAT BY SOME OF THOSE WHO KNOW HER WELL

THE ATLANTIC 21 rigid inflatable has proved one of the most successful of the Institution's modern lifeboats and 30 are now on station. With an overall length of 22ft 9in, a rigid GRP hull and inflatable neoprene tube 'bulwarks', or sponsons, she is seaworthy, fast and very manoeuvrable. Since their introduction into the RNLI's fleet in 1972 Atlantics have launched on service about 5,000 times and rescued 1,709 people; 1,403 of those services were performed at night and 204 in winds of near gale, force 7, or over. Atlantics have landed a further 851 people and saved 1,428 craft of one kind and another. Quite an impressive record in itself. During these 11 years of service, three silver and ten bronze medals have been awarded to helmsman or crew members of Atlantics for outstanding gallantry.

The development of the Atlantic 21 has been the special care of the RNLI base at Cowes under the guidance, until his recent retirement, of Lt David Stogdon. In the years in which the present Atlantic has evolved, many crew members have helped the Cowes base team with evaluation of new ideas and sea trials at Cowes as well as on station. It was to Cowes, therefore, that last October three helmsmen, all of whom have been awarded medals for gallantry for services performed in Atlantic 21s, came to discuss her design, characteristics and handling with members of staff responsible for the boat's building, maintenance and operation, and also with the training of crew members. The helmsmen were Frank Dunster from Hayling Island, John Hodder from Lyme Regis and Roger Trigg from Southwold; talking with them were Lt-Cdr Michael Woodroffe, staff officer operations (1) with particular responsibility for lifeboats under 10 metres, Michael Brinton, deputy superintendent (Cowes) who has been concerned with the development of the Atlantic 21 from the very beginning, and Michael Butler who has taken part in most of the sea trials and helped run the crew training programme.

Unfortunately, Lt Stogdon himself was abroad and unable to take part in the discussion, but as an introduction, here is his description of the boat and some of his comments:

The Atlantic 21, with her rigid hull and inflatable sponson, is really a surf board with a shaped bow, but with greater stability because of her buoyant tubes. There are important differences between the Atlantic 21 and all other lifeboats, whether they are the larger,

conventional lifeboats with twin diesel engines or the smaller purely inflatable boats.

Unlike the larger boats, the Atlantic has dual characteristics, combining as she does the advantages of a swift, responsive surf board and a very stable liferaft. Under way, she drives over the seas on her surf board-like rigid hull, so that she can obtain speeds of up to 30 knots; but when stopped, with the broad beam and buoyancy of her sponsons, she forms a very stable working platform more like a liferaft. As weight is added, so her stability increases. When survivors are taken on board, the boat sits down further in the water, her beam increases and her sponsons provide buoyancy over a much wider area. The buoyancy tubes, or sponsons, also ensure that, when the boat is in an inverted, or in the capsized position, a pocket of air in which anyone under the boat can survive is formed between the water and the inverted deck—and, indeed, in this air pocket the crew can recover their breath in comparative calm for a minute or two before swimming out from under the hull, righting the boat and reboarding her.

The rigid inflatable Atlantic is, of course, a larger boat than the RNLI D class purely inflatable lifeboat, and once again of a very different character. There are for instance, seats for each of the three-man crew on the central console and the helmsman can have wheel steering. As the Atlantic is powered by twin outboard engines, wheel steering is essential so that, in bad weather, the helmsman can steer with one hand and keep the other hand on the throttle controls; in this way speed can be adjusted immediately to the seas.

The Atlantic 21, under twin 60 hp outboard engines, has the power, and therefore the speed, to get herself out of trouble. She may not always need to drive at her 30 knots but the power is there to give her a quick burst of speed when necessary. Running in shallow water in bad weather she has enough power to be steered round breaking crests which might threaten her. Beam on, she can turn her quarter to the sea and run clear.

Because of her console seats, lifeboatmen in an Atlantic have a better height of eye when searching for people among waves than they would have in an inflatable. The Atlantic, of course, has a righting capability, with an air bag housed in a gantry aft. This gantry can also carry steaming lights, so that the Atlantic can operate at night.

I am sure the boat is safer driven fairly

hard, making the most of the sea state rather than going very slowly and being caught by the sea. In rough weather at night, however, when he cannot see the seas, the helmsman has to be extremely careful. It is so difficult, particularly when heading into wind and sea. When you are moving at your chosen speed, you just cannot read in the darkness what is happening to the seas ahead of you. You do not even know when you are going to drop through the air. It all looks level. You only see the white tops; you do not see the big holes. You have to go very carefully and always be ready to get out of trouble with a burst of power.

Two other points I should like to make. The first is that if one engine should fail, it is probably better to leave it down than to tilt it up. With two engines down you will go more slowly, but I think it is better to have more rudder control rather than a slight increase in speed. You have not, of course, got the same margin of safety with only one engine as you have with the two. To gain that, more powerful outboards would be needed. The trouble is that more powerful engines will add weight aft and they would need to be balanced by moving weight forward. It is a problem to which a solution is being sought but to which a satisfactory answer has not yet been found.

The other point I should like to emphasise is that it is most important when anchoring an Atlantic to lead the anchor cable through the fairlead in the bow. A cable led off over the shoulder of the boat can induce a capsize.

These are just a few thoughts, but the crew members who are coming to Cowes and my colleagues there know more about handling the Atlantic than I do because they have spent so much time at sea in them . . .

A disclaimer such as would only be expected from David Stogdon despite his unique knowledge of the Atlantic, but let us go on to those to whom he has passed the baton . . .

Lt-Cdr Michael Woodroffe, staff officer operations (1): Undoubtedly there are differences between the Atlantic 21 rigid inflatable lifeboat and her little sister the D class inflatable on the one hand and her big sister the conventional lifeboat on the other. Where do you think the Atlantic wins?

Helmsman Roger Trigg, Southwold: The greatest advantages the Atlantic has over the D class inflatable stem from the fact that the Atlantic has two engines: more reliability, better sea-keeping and of course more power. Then, with navigation lights and searchlights, she has the capability of night work and she has a righting capability, too. When it comes to conventional lifeboats, there are things to be said for and against on both sides, but for working inshore, say up to ten miles off, the Atlantic has the great advantage of

being a very fast lifeboat; she can get to a casualty and take the people off, or pick them up out of the water, very quickly.

Helmsman Frank Dunster, Hayling Island: I did at least six years, messing around in inflatable boats—nothing to do with the RNLI—and then I did five or six years in Atlantics. Recently I went back to a D class inflatable lifeboat and it was like the difference between driving a Mini and a Rolls Royce. All in all, with her speed and manoeuvrability and her ability to take most seas, the Atlantic is definitely superior to the D class inflatable.

Helmsman John Hodder, Lyme Regis: After our D class we had a Dell Quay Dory with a stand-up steering position for the helmsman, but I would say that vision is still much better in the Atlantic than in the Dory. Her seakeeping qualities are superior, too, and the crew, with a seated position, are more comfortable. And, of course, in most seas the Atlantic is a heck of a lot drier than the D class.

Michael Butler, Cowes: This question of vision—all three of the Atlantic crew can see the state of the sea as the helmsman is driving into it. They can pick the sea and they can brace themselves to meet it. That is important.

Michael Brinton, deputy superintendent (Cowes): You know, it is really unfair to compare the D class inflatable, which is only 15ft 6in overall, with the Atlantic. It's horses for courses. For instance, at most stations you need rather more complicated launching arrangements for an Atlantic 21 than you do for a D class boat. Four men can launch an inflatable boat quite easily from the beach, which is more than you can do with an Atlantic.

Woodroffe: We have already touched on the power and speed you have at your fingertips in an Atlantic, but con-

siderable skill is needed in driving the boat not only fast but safely as well. Do you agree, Roger?

Trigg: Yes, I agree with that entirely. With the Atlantic 21 a lot of it is practice; getting the feel of the boat and her engines, the feel of the wheel and of the actual seas. It all has to come together into one as you are driving. Of course you do not have to drive at 30 knots all the time. Unless full speed is necessary, it is better for the crew if speed is reduced a bit; they do not get so bounced about. But it is nice to have that extra 10 knots up your sleeve so that when you see a wave coming that you know you must avoid, you have the power to run away from it, or change direction and steer round it.

Woodroffe: We are all very happy with the twin engine performance of the Atlantic 21 at 30 knots, but we all recognise the shortfall on one engine. Mike, you have had a great deal to do with Atlantics, right from their inception. What are your thoughts?

Brinton: If you are down to one 60 hp engine, I doubt whether you have enough power to get home across a bar in really bad weather. But perhaps the helmsmen have more experience of these conditions than I have.

Hodder: We have no bar in our bay, but I should not like to be in very rough weather with just one engine. It would not be so bad going into the sea, but if it were a stern quarter sea, it would be really hairy. I think you have got to look for something far in excess of 60 hp for safety with only one engine.

Woodroffe: We are trying a boat with twin 70 hp outboard engines, to try to improve single engine performance.

Brinton: I do not think twin engine performance will be greatly increased with 70 hp; we will probably get about 33 knots. But what we are hoping is

that, when down to a single engine, we can get something like 14 or 15 knots to enable the boat to get back or even, perhaps, complete the service.

While we are talking about driving with a single engine, the practice used to be that if one engine failed, that engine should be tilted while we came in on the other. But experience has shown that it is better to leave the damaged engine down, because you gain more from the rudder effect of that engine than you do from the loss of performance due to drag.

Hodder: We have always done this.

Dunster: We had an experience when one engine was working properly but the other was running on only one cylinder. We were running before rough following seas and the reduced power on one engine meant that we were only doing about 20 knots or so. When we caught up the wave in front we went even slower, so that we had no power to pull clear of the wave behind. The seas were so close together that with two engines but one on only one cylinder, we were tending to corkscrew into the wave in front with the wave behind carrying us forward. I feel sure that, in that situation, if one engine had failed completely and we had raised it, we could well have broached and possibly have capsized.

Woodroffe: The Atlantic 21 has been developed to be stationed all round the coast and has got to be all things to all people. Even in the small section of coast you three helmsmen represent, from Southwold round to Lyme Regis, local conditions, and so the ways you operate the boat, vary tremendously. Thought is being given to whether we need the flat run aft on the bottom of the boat, or whether a deep vee section throughout the hull's length would give a softer ride. The flat is necessary for beaching but, in fact, the Atlantic is not very often beached on service. As a secondary function, the flat helps to get the boat up on the plane earlier than a deep vee hull. Roger, you have had experience of both kinds of boat. How do you feel the Atlantic compares with a deep vee rigid inflatable hull?

Trigg: I do not think you can get away with abandoning the Atlantic's flat run aft, although you could probably reduce it a little; that would probably give you a softer ride. But, with a deep vee hull I found it very difficult to get up on the plane when an extra burst was needed to drive over a sea or away from a sea to get out of trouble. With the Atlantic, as soon as power is put on, it is positive. She's off. The flat brings the whole boat up and she's away. And, because a deep vee hull is slower to get up on the plane, it tends to put the boat at the wrong attitude to the sea; while she is waiting for the power to lift her up and bring her level, her nose is sticking up. If you

Atlantic 21 rigid inflatable lifeboat B539 is stationed at Brighton. Note that her helmsman is steering with his left hand, keeping his right on the throttles.



are going into sea and wind, perhaps with another sea about three feet behind the one you are approaching, it is not a very good attitude in which to be. I would rather put up with a bit of slamming and have the instant power which makes it possible to get around that sea, or up and over it. And another thing: a deep vee rigid inflatable does not like to run on a following sea like the Atlantic does with her flat. For the waters round Southwold, where we get short seas and bars, I should like to see the planing flat retained on the Atlantic, even though we never beach our boat.

Brinton: The flat certainly gives you directional stability and is also aids acceleration. The other important thing is that it will allow the sea to slide underneath you, or the boat to slide down a sea, whereas a deep vee boat would not necessarily do that. I am personally a flat man.

Hodder: In our area the seas are long, and, using the throttle, slamming can be controlled to quite a degree. We do not get the slamming you are talking about.

Woodroffe: Mike, you have taken the Atlantic 21 on the Shingle Bank in rough weather many times. What are your thoughts on her handling and her seakeeping?

Butler: I find that as long as the engines are running all right there are no problems at all with handling the boat as she is at the moment. The more you drive her, the more you get used to her, and this is very important. The more actual sea experience crews get on the coast the better.

Woodroffe: What about anchoring an Atlantic?

Dunster: We never anchor except on divisional inspector's exercises. You see, we find that as the Atlantic has so much manoeuvrability, you can go into shallow water, get close to a casualty and away in seconds. It would be a waste of valuable time to use the anchor; it takes a long time to put it out satisfactorily.

Woodroffe: You have used the anchor in anger at Lyme, haven't you, John?

Hodder: Yes, on about four occasions. I suppose, in the eight or nine years we have had an Atlantic.

Woodroffe: To anchor and veer down?

Hodder: Yes, when we were working close in on a very rocky stretch of the coast. On one occasion we had to put a doctor down to someone at the base of the cliffs. We found that dropping the anchor and veering down was fine, but when we were trying to come out through broken water and recover the



They met at Cowes: (l to r) Michael Butler (Cowes base), Helmsman Frank Dunster (Hayling Island), Lt-Cdr Michael Woodroffe, staff officer operations (1), Helmsman John Hodder (Lyme Regis), Michael Brinton, deputy superintendent of depot (Cowes), Cdr Peter Gladwin, superintendent of depot (Cowes) who was host for the day, and Helmsman Roger Trigg (Southwold).

anchor it was a bit tricky. We did not stow our anchor warp until we got back into harbour, we just stowed the anchor itself. Whether it is used much or not, however, I am sure it is necessary to carry an anchor.

Woodroffe: We are trying out a new stowage system at the moment with the anchor stowed vertically on the corner of the console and its warp on a reel. We have got two station and two relief boats fitted out this way and reports back from the coast are encouraging.

Hodder: I should think that would be a far better system.

Trigg: We have never used the anchor in anger in the 11 years we have had an Atlantic. We did once lend the anchor to a ketch blown ashore in a nasty breeze, to prevent her being blown further up the shore. So, although we did not use the anchor ourselves, it was handy to have it. But, as Frank has said, we only use the anchor on divisional inspector's exercises; it is very good holding ground off Southwold, so we end up having to get a fishing boat to come and retrieve it the next morning!

Woodroffe: What about towing?

Trigg: Most stations have their own method of towing with the Atlantic 21. We carry a bridle ready made up with an eye on it and we also carry a towing line. We run the bridle out through the engines and tow from the bridle so that the line is clear of the engines. Neither fishermen nor yachtsmen want to leave their boats, so usually the only way to help them or rescue them is to tow them. We are a long way from a station with a larger lifeboat on which we could call to come and do the towing. Some Atlantic stations, where the boats are kept on a quay and lifted in and out by crane, cradled in nylon webbing straps, use these lifting straps as the towing bridle. The straps, which have metal

eyes, work from the centre of the console. That sort of a bridle gives them much more manoeuvrability when towing.

Dunster: At Hayling we have rigged up our own system. We run a bridle from the two lifting eyes on the port and starboard sponsons with an eye spliced at the joint behind the console. We can then pull the towline through the eye and secure it with a fid, which allows for quick and safe disconnection of the tow in an emergency. Then we have put a bar across the righting gantry, which lifts the towline above the engines, and that gives us all the steering manoeuvrability that we can possibly need. It has never failed.

We also find that the Atlantic is very good at towing alongside. We once towed in a 23ft yacht, virtually the same length as the Atlantic, in this way. The yacht's own cleat had pulled out while another boat was towing her. So we decided to try towing alongside. We had no problems in the following seas going across the bar, although they were very rough, because every time we lifted, the yacht lifted, and every time we fell into a trough, the yacht fell into a trough. The two boats acted in unison and the tow was extremely easy; with a larger boat, if it were not positioned quite right, so that the two were acting independently, we might have had problems.

We mainly tow back into harbour, which means we are usually in following seas, and we do find, with bigger yachts, the tail can wag the dog. We have to be very careful to keep constant tension on the towline and not to let the rope go slack, to avoid heavy jerking.

Hodder: A good deal of our work is towing; we have towed anything up to fairly large trawlers with no problems at all. We have a very long bridle, say about 25 metres, and a very long tow rope. Obviously, the length of the rope depends on the size of the vessel we are

towing. If necessary we weight the centre of the line with a tyre or a couple of floats, just to take up any slack that comes in the line. We have never had a bad tow yet; it has always worked well, in fact most of the people we have towed have said they have never gone so fast.

Dunster: We got a yacht up on the plane once!

Woodroffe: The Atlantic 21 of today is a vastly better boat than she was when she was first introduced in 1972, due to the continual search for improvement by Cowes base and their talent for innovation. We are still looking for possible improvements, particularly if they offer protection for the crews. Windscreens, for instance, and clothing.

Trigg: Since the Atlantic started she has been improved every year, mainly, as you say, through the efforts of Cowes base. What has been done in the past ten or eleven years has been quite amazing. She was virtually a surf board with an inflatable tube round it; then came the roll bar, righting, different consoles, different stowages, different electrics, different steering, watertightening of the engines. Even now we are talking about an improved anchor stowage. I think we have really gone as far as we can with the Atlantic. I do not think much can be improved upon without going to a different type of boat altogether.

I have not seen the windscreen. I know helmsmen and crew do complain that they cannot see. I do not particularly mind, probably because I have got used to driving the boat in sleet and snow. You tend to have your eyes closed for a few moments and then open. I have found that most of the crew who have tried helmets or bump caps with visors or goggles have gone back to using their own eyes. I do not know how a windscreen would affect visibility, unless it was just something to duck

down under now and again to keep out the wind.

For clothing, I think the dry suit is as good as anything, providing you have got thermal gear on underneath; it is much too cold in winter to wear normal clothes underneath.

Woodroffe: Mick, what do you think are the significant improvements in the past ten years?

Butler: I would say the main thing is the improved crew protection. People can go to sea in really severe conditions. I also believe that crews should use the helmet and visor. That is a must. The windscreen still has to be developed, but I think that will come, too. But if you keep adding gear and weight maybe there will be a call for a slightly larger boat. I think we have gone about as far as we can with the 21.

Hodder: I have not seen the windcreens so I cannot speak from experience, but I am not keen on the idea. We had a windscreen on our Dory, which, OK, had a standing steering position, but the windscreen tended to get broken very easily. Also, around our area, the sea is like a minefield with nets and lobster pots. You are going to spend more time looking out over the windscreen, to find corks and floats, than sheltering behind it.

As to gear, I should like to see something done to give the helmsman's hands a bit more protection than they have now.

Brinton: I think the only sort of windscreen you can have on an Atlantic is one that ends at eye level, so that you can either look over it or duck down below. You cannot be permanently down under it.

Woodroffe: Frank, what additional piece of equipment would have helped you most, either on the boat or for the men, on your two medal services?

Dunster: On one of our medal services (see below), we had already done one rescue and we were coming back down the harbour very slowly against gale force winds and torrential rain. It was very uncomfortable. Then we were called to someone trapped on a breakwater underneath the sea wall and it was obviously an emergency. So we had to go flat out into that wind and rain. Now, whereas previously it had been totally uncomfortable and unbearable, with the excitement, if you like, of the situation, the spur of having to get to the person in trouble as soon as possible, when we were going flat out into the bad conditions we were totally unaware of it. That was a very important discovery.

I agree with Roger that a thermal suit underneath the dry suit is a perfect combination, coupled with a windproof jacket over the top. I do not think there is an answer to the hand problem, although woollen mittens do take a bit of the chill off. Some of us at Hayling go diving or windsurfing throughout the year, including in cold and icy conditions. We have tried every conceivable kind of hand protection, including washing up gloves over thermal gloves, but we have found no good solution.

Woodroffe: Roger, your medal service (see below) was done in snow, wasn't it?

Trigg: Yes, darkness and snow. That night we went out to the fishing boat *Concord* I did not expect to be out so long; I just put on a dry suit over a jersey and I did not take a hat as I normally do. We were out about three or four hours in the snow and I was absolutely frozen at the end of it. I really missed my hat; you lose a great deal of heat through your head. The other members of the crew were wearing their own suits with hoods, made for use in oil rigs, and they kept warm.

Woodroffe: Would a windscreen have helped?

Adnams and Anthony Chambers, skipper of *Broadside* (full report THE LIFEBOAT Summer 1981).

Hayling Island: South-easterly gales rising to force 9 with heavy rain squalls were blowing at Hayling Island during the afternoon of Saturday September 19, 1981. The Atlantic 21, launched at 1610, first picked up and landed an exhausted windsurfer and then headed up Emsworth Channel, in Chichester Harbour, to pick up another windsurfer and his sailboard. She was then directed to a capsized dinghy at Hayling Island Bridge, which she found, on arrival, had already been helped by another rescue boat. Returning down Emsworth Channel, she had just taken in tow a small yacht which was being blown on to the saltings when someone clinging to a breakwater off Sandy Point was reported. The tow was slipped and the yacht anchored and the Atlantic headed at full speed in the rough sea and driving rain towards Sandy Point and then directly across

Southwold: On the afternoon of Friday January 16, 1981, Southwold's Atlantic 21 lifeboat launched to go to the help of MFV *Concord* which had broken down three quarters of a mile east of Southwold Harbour piers and was dragging her anchor in heavy seas; there were three men on board. The afternoon was heavily overcast with continuous snow and sleet and a force 8 gale was blowing from the south south east. It was 1½ hours before high water and there were heavy breaking seas over the bar. MFV *Broadside* also left harbour to help. The Atlantic passed a line from *Concord* to *Broadside* which tried to tow the casualty back to Southwold, but, nearing the harbour entrance, the two fishing boats were parted by a large breaking sea and *Concord* was driven into dangerous shallows where the seas were estimated to be 10 to 15 feet high. Following the casualty into the heavy breaking surf the lifeboat managed to pick up a line from *Concord* and make it fast; despite herself being hit and enveloped by a succes-

sion of large breaking seas, when the Atlantic emerged and cleared the bank she found *Concord*, still attached by the line, following behind her. The tow was once more passed to *Broadside*. By now the gale had risen to force 9 with the heavy sleet and rain continuing unabated, and it was decided to make for Lowestoft as the entrance to Southwold would be too hazardous. On the passage north the tow parted five times and each time the lifeboat helped to re-pass the line. On the last occasion, as the Atlantic and *Broadside* closed, a large sea twisted the lifeboat up on to the fishing boat's deck. The bow section of the Atlantic's sponson was damaged and deflated but her seakeeping qualities were not impaired and she continued to escort the fishing boats until Lowestoft was reached and the dangerous seas at the harbour entrance had been safely negotiated. For this service the bronze medal was awarded to Helmsman Roger Trigg and the thanks of the Institution inscribed on vellum were accorded to Crew Member Jonathan

Trigg: No, I don't think it would. You could not see anything anyway and there was far too much sea to be belting along at 30 knots. The boat did all she was asked, probably more—and so did my crew. It is quite amazing what the Atlantic can do, and it is a credit to her designers and builders.

Hodder: Our service (*see below*) was before we had dry suits. We were wearing smocks and chest waders and we were drenched. Now, with the total immersion suits, we stay completely dry.

Woodroffe: Perhaps we could talk about handling the Atlantic 21. Frank, would you like to start this ball rolling?

Dunster: We find the Atlantic a joy to drive in a following sea: you can go flat out and there is absolutely no danger of broaching providing both your engines are in tune. The only proviso is that in a following sea, when you catch up the wave in front, if it is a fairly big one, you must ease up a fraction to avoid the bow digging in. We had a very interesting experience which shows just how good a boat an Atlantic is. It was night time, and we were taking some new auxiliary coastguards to sea. We were five up in an Atlantic in a big following sea and because of the darkness we misjudged the wave in front of us. It was too big. The bow dug right in, stopping the boat dead, and the action of the bow in the water actually tossed half of the wave back on to us and the entire boat was full of water. Then the wave behind caught us up. But although we were stopped dead, the Atlantic stayed in a straight line and the engines, which were still in full ahead, then responded and the boat carried on her course. Now, that shows what a splendid boat the Atlantic is in a following sea.

Brinton: When you stopped dead and you had half the wave back on board the boat, what happened to the crew and passengers?

Wet Pole Sands. A boy was found some 20 yards out from the sea wall clinging to a post on a groyne. An attempt was made by shore helpers to reach the boy from the sea wall. When this attempt failed, the Atlantic tried several times to approach the boy, but she could not get close enough to snatch him to safety. Twice in the very rough, confused seas her engines stalled but each time they restarted immediately. Another attempt was made to reach the boy from the shore, but without success, so the Atlantic was then brought in as close as possible and Crew Member James entered the water, grabbed the boy and swam with him to the shore.

After that the Atlantic escorted a cabin cruiser into Chichester Harbour through very rough, following seas; returned up channel to help the yacht which had been left anchored, bringing ashore both her crew and the crew of another yacht which was also being blown ashore; launched again to take off the singlehanded helmsman of a catamaran in trouble off Pilsey Island; and finally

Dunster: We had made sure that everyone was properly seated. The wave went over the helmsman's head, filled up the console well, where the two crew were sitting, and went down everyone's neck. There was so much water in the boat that it was nearly at the top of the sponsons.

So that is running. In a beam sea you can go flat out and either turn into a rogue sea or away from it, with no problems. In a head sea, particularly when the seas are close together, we find there is a set technique. You must ease up on the throttles and make sure that when you are lifted over the top of a wave, your engines are shut down, or even put in neutral. Then, when you land in a trough, your engines will respond immediately. If you have got too much power on when you take off from a wave, your propellers will start to race so that, when you land in a trough and there is another wave coming up straight away, the aeration, or cavitation, is so great that you have lost your power. If you go too high off the wave you can come down in a vertical position and I believe you could be turned over by the next sea, if it is another very large one and too close. Pitchpoled.

Butler: On training courses we try to teach crew members to go into a sea with caution. I do not think the boat will ever pitchpole. When, on trials, we have headed into the sea on the Shingle Bank and the bows have gone right up, the three crew have gone back through the roll bar and actually fallen out of the boat. The human element comes into it but we have never actually gone over. The crew just cannot physically stay in the boat.

Brinton: You feel that you are going over backwards but when you see a photograph of the boat afterwards you realise she was nowhere near vertical; at most she had really gone up to about 60 degrees.

landed three people from a moored trimaran whose tenders had been capsized. For this service the silver medal was awarded to Crew Member Roderick James and a bar to his bronze medal was awarded to Helmsman Frank Dunster. The thanks of the Institution inscribed on vellum were accorded to Crew Member Graham Raines and Shore Helpers Trevor Pearce and Nigel Rope (*full report THE LIFEBOAT spring 1982*).

Lyme Regis: During the evening of Monday, August 13, 1979, Lyme Regis Atlantic 21 launched to the help of the yacht *White Kitten* whose anchor was dragging on a lee shore off Beer Head. A strong breeze to near gale, force 6 to 7, was blowing from south west and with wind against tide the seas were short and steep, about 8 to 11 feet high. It was raining heavily and visibility was about half a mile. Heading into the seas, speed had to be reduced to 12 knots. On reaching the yacht, the lifeboat took off two women and a boy while a crew member boarded the yacht

Dunster: With the old sea anchor arrangement, where the lead weight would come out if the boat went upside down, on several occasions we went up at such an angle that the lead weight fell out. It could have been momentum or the slamming effect of hitting the sea. But I see your point, Mike, about feeling you are going near vertical but when you see a photograph afterwards you realise that you didn't. Sure, it feels worse than it is.

We have had one other experience in head seas which might be worth mentioning. On two occasions we have been heading into a very large breaking sea. We virtually stopped the boat dead in front of the sea and it broke right over the top of us. But, there again, we were still head into sea when the wave had gone past and it was a simple matter of opening the throttles and away.

Trigg: Going back for a minute to our night service to *Concord*, we had been round to try to take the people off the fishing boat and I had to come up into the seas. Behind me was the beach, on our starboard side was one sandbank, the Hale, and on our port side was another sandbank, the Outer Hale. I had nowhere to run; I couldn't escape from those seas. I had to go through them. During our sweep round, one of my crew, Nick Westwood, had found the towline from the fishing boat floating—I don't know how, but he found it. So I said, '*Make it fast. We'll try to get them out of here, the boat and the people*' because I did not think we should have enough time to make another sweep round to get the people off. So I was committed to going into those seas. We couldn't see the first sea, but we could hear it coming. I told the boys to hang on. It hit us and, as Frank was saying, we thought we were up there, vertical. Nick Westwood tried to get up to the bow to keep it down. Then we heard the second sea coming, and we could see it, too, about 12 feet behind the first one. We were still up vertical, the Atlantic pointing sky-

to help her two-man crew sail her to Lyme Regis. The weather was deteriorating rapidly, with the wind increasing to gale force 8 gusting to storm force 10. Nevertheless, the Atlantic managed to make good about 17 knots with the sea on her starboard quarter and the two women and the boy were landed safely at Lyme.

The lifeboat immediately put to sea again to find and escort in the yacht. She was meeting head seas of 15 to 20 feet with breaking tops and speed often had to be reduced. In fact, *White Kitten* was making good a slightly more easterly course than had been thought, so that, when her masthead light was sighted the Atlantic had to turn more to the south. On coming up with the yacht, the Atlantic guided and escorted her back to Lyme Regis through the high and breaking following seas.

For this service a bar to his bronze medal was awarded to Helmsman John Hodder and the bronze medal to Crew Member Colin Jones (*full report THE LIFEBOAT spring 1980*).

wards, and the sea was actually breaking higher than that. The crew were all washed down and hanging in the roll bar, even those who had been seated. Just as they were trying to scramble back the third sea hit us. I shouted, 'We're going over this time!' We were looking up at the sea. It was higher than the Atlantic. It had become unstable and we could hear it coming down. Then it went silent for something like five to ten seconds. There was water pressure in my ears and I assumed we were upside down. It seemed an eternity, but going through my mind was, how do we get to the beach quick? Then it cleared, so evidently we had actually gone through the base of the sea and it had fallen right over us. The boys were all hanging in the roll bar again and on to the engines. The engines never faltered; never even murmured. The only time they sort of gave a grunt was as she fell back into the sea.

Two more waves came after that, but not quite so big as the one that filled us up, and we must have been vertical, I don't know how long. It seemed for ever. Anyway, we got through the waves into more sea room and sorted ourselves out. The boys sorted out their injuries and we got over the language that had gone on. I shall always remember one of them saying as he got washed by me, 'It's good here, isn't it?' We opened her up to get away from the broken water and into a bit more sea room. And, to our astonishment, we still had the trawler and the blokes and everything on the towline behind us! Which quite surprised us all. We didn't even realise we were still towing them. Once we had sea room there was no problem.

But as Mike and Mick were saying, after that I do not think an Atlantic would ever pitchpole, and you certainly do get washed down into the roll bar and the engines.

Woodroffe: In both your bronze medal services, Frank, you were less lucky with engines. You had engine failure both times, didn't you, although they restarted immediately?

Dunster: Yes. Difficult to fathom out why. The only thing I can think is that going head into a sea, with your engines either in neutral or just idling in slow ahead, there are not enough revs to sustain the engines at that crucial moment when the boat is lifted and then drops violently down. Or it could be that the device which shuts off the engines, should the boat capsize, is activated by the force of the slamming.

Brinton: I think you are right. We have done our best to improve it and to get it as reliable as possible, but I think there is a real possibility, in certain sea conditions, that the mercury switches will be activated.

Dunster: There is one sea which I always fear, Mike. The 12 to 16 foot solid wall of water, which, because of the shallows, is becoming unstable with the top four feet curling nastily and then breaking. There isn't time to move clear of it. You have got to face it head on. Will the boat go through it? And if the boat does go up it, will that unstable four feet at the top push the bow over?

Brinton: Well, I would have thought the boat would have gone over the sea. If you are driving the boat head into, say, a 20 foot high sea with surf on top, you have got to use your little bit of power to go over it and then just ease her back and punch her going over the next one.

Dunster: So you would like a little bit of power just before the wave hits you? You wouldn't consider going flat out into it?

Brinton: Not flat out. No.

Woodroffe: John, what about your experiences on your medal service?

Hodder: After taking the women and child off the yacht, *White Kitten*, we headed back to Lyme, about eight miles distant, with the sea on our quarter. I didn't mind that because at night, with a following sea, you are really driving the boat by the seat of your pants.

Woodroffe: That is true. You have got a greater feel in a following sea than in a head sea, haven't you, particularly at night?

Hodder: Yes. After putting the people ashore we had to return to find the yacht. I had put a crew member on *White Kitten* and he had gone further to seaward than we at first thought. Eventually we saw him about three quarters of a mile away from us. To get to him, I had to go down with the sea on our starboard bow. The seas were so steep it took us about 20 minutes. Like that, you feel insecure. You do not know what is coming to you in the dark. You can have the searchlight on, but because of the movement of the boat you are only picking up part of the sea part of the time. On a bad night like that, with no moon, you are absolutely blind. As Roger was saying, I think you hear more than you see. You have got to be so sensitive on the throttles. When you feel the bow start to lift, you have got to be ready to drive out through the top of the sea and, vice versa, to pull the throttles back again as you come out. Those 20 minutes were the worst of the night. Once I had reached the yacht and we were escorting her in, we were in following seas again.

Woodroffe: When you are trying to read the seas ahead at night, do you feel the helmsman's seat needs to be a little higher? This might also put it in a position where you can take a little

more of the shock loading through your feet rather than through your back?

Hodder: From my point of view, most definitely.

Brinton: The main difficulty is designing consoles and seats to suit all sizes of crew and helmsmen.

Woodroffe: That is the problem. As we have already said, the Atlantic has to be a standard boat that is all things to all people. But I think we all tend to drive sitting up just that little bit higher, not sitting right down on the seat.

Dunster: I do not think it is a question of height. We had one guy six foot four who used to do exactly the same as two of us who are five foot six, five foot seven. I think it is something which comes naturally over a period of years as crew of an Atlantic. It is the way you learn to brace yourself so that you can take rough seas as though the water were flat calm. You are not bouncing all over the place.

Woodroffe: Rather like learning to ride a horse.

Dunster: Yes.

Trigg: The standing up is for comfort, not really for trying to see ahead. I tend to have my feet in the toe straps, the 'stirrups', and hold on to the wheel, the 'reins', and take the shock through my knees. As you say, just ride the boat like a horse.

Brinton: But if you had a higher seat, wouldn't you still do exactly the same?

Trigg: Yes. To make it more comfortable for my back.

Hodder: No. Why are we doing it now? To take the weight on our feet and keep it off our spines. If the seat was that much higher, that is just what you would be doing.

Trigg: It would probably be all right for tall people like you and me, John, but it would not help short people.

Woodroffe: We have not yet talked about the difficulties involved in getting people inboard from the water.

Dunster: We find the way we are taught works well: always pull the man out of the water on his back. If he is facing you, spin him round on to his back and you have absolutely no problem. Have two of the crew standing ready, turn the casualty on to his back, dunk him and the spring reaction means you can cup your hands underneath his armpits and pull him straight in, athwartships, on to the back seat. You can then start artificial respiration immediately.

continued on page 202

Boat Shows

1983

London:

Modern lifeboats formed the theme of the RNLI displays at the London International Boat Show at Earls Court from January 6 to 16. Although in a quiet area, our stand was, as always, the meeting place for many lifeboat friends old and new. The volunteer Shoreline team enrolled 737 new members, as well as selling insignia, and the members of fund-raising branches and guilds who took it in turn to man the stall brought in £5,788 in sale of souvenirs and £1,166 from RNLI lottery tickets; altogether £8,021 was taken on the stand with a further £2,200 from donations and collecting boxes looked after by other exhibitors.

During the ten days, presentations of the Institution's Public Relations awards were made (see above right) and, in its turn, the RNLI was presented with cheques for £300 from Racal Decca, and of £1,000 from Helmsman Yacht Varnish. In 1982 Leicester Building Society had made a donation to lifeboat funds for all amounts invested in new accounts opened by lifeboat supporters and as a result a cheque for £8,000 was presented to the Institution at Earls Court (see far right).

Birmingham:

A modern lifeboat was the RNLI's principal exhibit at Birmingham Boat and Caravan Show at the National Exhibition Centre between February 19 and 27. Large crowds queued to see the 33ft Brede class lifeboat on show, which will be named *Merchant Navy*. The first to board her was Captain Christopher Burne, RN, who commanded *Canberra* during the Falklands campaign and who opened the show, and the Lord Mayor of Birmingham, Councillor Peter Hollingworth: Councillor Hollingworth, with BBC Pebble Mill, is currently making an appeal to fund a Brede lifeboat. A former merchant Navy officer, Roger Cope, a Birmingham branch member, gave up a week of his holiday to take charge of RNLI *Merchant Navy* and it is estimated that 10,000 people had boarded the new Brede lifeboat by the time the show ended. The stand itself was manned in turn by members from Wolverhampton, Birmingham, Coventry, Rugby and Kenilworth branches and guilds with Dudley branch chairman, Carl Falk, taking charge of the Shoreline desk for most of the show; in all £8,500 was raised.

To celebrate their 100 years in the match industry, J. John Masters, distributors of Ship and Winners matches, launched a promotion in 1982, Maritime England Year, to raise funds for four marine charities. From this promotion the lifeboat service is to receive cheques totalling more than £53,000. The first cheque, for £7,558.50, was



At Earls Court, Raymond Baxter, chairman of the Public Relations Committee, presented RNLI Public Relations awards to Alun Richards, the author (second from left, back row), BBC Wales and *The Mumbles* lifeboat station for their various contributions to the television series 'Ennal's Point'; Derek Scott, coxswain of *The Mumbles* lifeboat, is sixth from left (back row) and Philip Madoc, who played 'Coxswain' Jack Tustin of *Ennal's Point* is first on left (front row). With them (far right) is Des Sleightholme, who also received a Public Relations award for the great support given to lifeboats by *Yachting Monthly*, of which he is editor.



During the London Boat Show Des Sleightholme, editor of *Yachting Monthly*, presented a painting to Coxswain Mike Scales (r) of *St Peter Port* lifeboat, Guernsey. The painting, which is by Laurence Bagley, standing on the left, is of the service to Bonita on December 13, 1981, for which Coxswain Scales was awarded the gold medal. In January 1983 *Yachting Monthly*, this service was the subject of a feature which was illustrated by a second fine dramatic painting by Laurence Bagley, which was later used to raise funds for the lifeboats.



Bob Kemm (r), assistant general manager of Leicester Building Society, hands a cheque for £8,000 to Lord Stanley of Alderley, a member of the Committee of Management, at the central jetty, Earls Court.



Four more lifeboats for the RNLI's miniature collection were presented to Raymond Baxter by Brian Williams (r) at Earls Court. Made by Mr Williams, they are the gift of Mr and Mrs R. Phillips of Salcombe.

presented to the RNLI at Weymouth on February 10; the second cheque, for £7,488, was presented at the Birmingham Boat Show; a third cheque, for £5,861.50, was presented at Poole on February 25; and a fourth cheque, for £5,575, was presented at Wimbledon on March 16.

Coxswain Derek Scott, BEM, of *The Mumbles*, in the wheelhouse of the 33ft Brede class lifeboat to be named RNLI *Merchant Navy*, during his visit to the RNLI stand at the Birmingham Boat and Caravan Show in February.

photograph by courtesy of Ted Edwards photography



Letters...

Waves

The cover picture of the winter 1982/83 journal, number 482, the picture of *The White Rose of Yorkshire* returning to sea off Whitby Harbour, depicts vividly the dangerous sea conditions our lifeboatmen continually face around our coastlines.

The photographer, Theo G. R. Stibbons, has also clearly captured an illustration of the old mariners' tale of the 'seventh wave'. If, in the picture, the waves are counted from the pier ends seaward, then it is the third wave which *The White Rose of Yorkshire* is climbing. Using the righthand edge of the photograph as a guide, the count continues, four, five, six and seven, which is the large wave just cresting white. In my childhood days I first heard my elders say that the seventh wave is the big one. On many occasions since I have witnessed this fact.—PHILIP SPENCER, *Little Grange, 42 Roman Bank, Stamford, Lincolnshire.*

The cover photograph of THE LIFE-BOAT number 482 illustrates well the point that wave direction close to piers (see the position of the lifeboat, *The White Rose of Yorkshire*) can differ considerably from that further offshore (see the large spilling breaker).

Even a cursory glance at Admiralty Chart No 134 shows the cause: the shallows between Whitby Bell and Whitby Rock will induce a change in wave direction known as wave refraction. In addition, and even more important, waves entering the deeper channel to the west of the shallows will swing round towards the shallows because of the same wave refraction phenomenon. This factor is more important because it will induce crossing seas just off the piers with considerably increased wave heights where two waves or wave trains travelling in different directions intersect. The cover photograph gives some indication of this phenomenon just north of the western pier.

This wave refraction/crossing seas process occurs in numerous places round the coast. While I have no doubt that lifeboatmen are well aware of such situations, those mariners to whose aid they go may be ignorant of the danger.—P. HOLMES, *BSc PhD, Professor of Maritime Civil Engineering, The University of Liverpool.*

RNLB Shoreline

I was very interested to read about the dedication of the lifeboat *Shoreline* which is now stationed at Arbroath as I have spent many happy summer holidays there and it was in this town that I first learned about the lifeboat's vital rôle. I would have liked to attend the

dedication ceremony but, unfortunately, will not be coming to Scotland this year. Instead, I am enclosing a cheque for £155 which I should like you to use to buy protective clothing for a lifeboatman—please for an Arbroath lifeboatman!—SHEILA MASTROMARINO, *Mme, Geneva, Switzerland.*

Support from The Netherlands

I thought you might like to have this photograph (see below) of my husband, Mr A. D. van der Maas, to add to your collection of photos of people working to raise money for the RNLI. He weaves and sells these rope mats and does other ropework: ships' bell-ends in all patterns and sizes, even little 'mini' ones for keyrings (he must have made thousands of those)! And that is only one of many ways in which he raises



RNLI national lottery

THE RNLI's twentieth national lottery draw was made at Poole HQ on January 28 by Anita Harris, who had recently taken the name rôle of Robinson Crusoe in the highly successful pantomime at Poole Arts Centre. The draw was supervised by Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and Anthony Oliver, appeals secretary. In thanking Anita, Admiral Compston said, 'The theatrical profession does us nothing but kindness'. Winners of the draw, which brought in more than £38,500 for the lifeboats, were:

£1,000: Mr C. G. Cook, Thurlton, Norfolk.
£500: Mr A. J. Cushway, Welwyn Garden City, Hertfordshire.
£250: Colbert, Burgess Hill, West Sussex.

The drum has been spun and Anita Harris draws a winning ticket watched by (l to r) Barry Bright, deputy appeals secretary, Joyce Pearce of the appeals department, who keeps the record, and Anthony Oliver, appeals secretary. 'The RNLI is a marvellous Institution,' said Anita, 'and I am very proud to play a part in its work.'

Photograph by courtesy of *Bournemouth Evening Echo*



money; he even talked a small group of friends into helping him to do the cleaning and dish-washing for a local club every week! In all he has raised about £350.

It may seem a trifle odd that a Dutchman works for the lifeboats in your country but he was originally, years ago, inspired by the enthusiasm and industry of the lifeboat people in Barmouth, Wales, where we were on holiday. My husband is a seaman himself, a retired Dutch Government sea pilot, so it is understandable that lifeboatmen everywhere are near to his heart. He has been a life member of Shoreline for some years.—MARY VAN DER MAAS, *Mrs, Vlissingen, The Netherlands.*

Long memory

Glad to hear that the donations have been received. In 1940, on December 23, I joined the Royal Navy Section Belge till March 1946. Before that I served as a civilian diesel engineer on a ballroom barrage ship at Barry, near Cardiff, South Wales. On November 10, 1940 the ship was lost due to an enemy mine. I, together with four of my countrymen and one of the British crew, an Airforce corporal, got saved by people from the RNLI. I always felt an obligation to offer my thanks.—R. F. POPPE, *ex-leading signalman, RNSB, Oostende, Belgium.*

£50: Mrs E. M. Coomber, Tobermory, Isle of Mull; Mrs E. Davies, Prestwich, Manchester; Mrs E. Sweetingham, Canvey Island, Essex; T. Kemmann-Lane, Billericay, Essex; Anthony Foster, Saltash, Cornwall; Hillary Foster, Saltash, Cornwall; Paul Bence, Wokingham, Berkshire; F. King, Alvaston, Derbyshire; A. B. Dunger, Irstead, Norfolk; John Perry, Billingham, Cleveland.

After the draw, Anita Harris received a large quantity of foreign coins collected for the lifeboats by boys on board the Sail Training Association's schooner *Malcolm Miller* during her 1982 cruises. The bag of coins was presented by Ronald Cunningham, one of the schooner's watch officers.

The twenty-first RNLI national lottery will be drawn at Poole on Friday, April 29, 1983.



Mrs Dora Haigh, a long standing lifeboat supporter in Meltham, cuts the cake at her ninetieth birthday party. With her are Brian Stevenson, regional organiser (NE) and members of Meltham ladies' guild committee. Mrs Haigh asked people not to bring presents but to give donations to the RNLI instead; £70 was thus raised.

photograph by courtesy of
Huddersfield Examiner

Here and There

Like father, like son

A remarkable and honourable tradition is being carried on in the Keay family of Grayburn, near Invergowrie. Captain T. A. Colin Keay is a member of the Committee of Management and chairman of Dundee branch. Early last November Captain Keay, who has command of Tay Division, Royal Naval Reserve, was notified by former First Sea Lord and principal naval aide-de-camp, Admiral Sir Henry Leach, that Her Majesty The Queen was graciously pleased to appoint him as naval aide-de-camp.

The appointment took effect from January 1 this year and means a rare repetition of history. Captain Keay's late father, Captain W. F. Keay, previously held a similar appointment as aide-de-camp to the Queen's father, King George VI, in 1941.

Rotary appeal

The Rotary lifeboat appeal was launched some years ago with the aim of raising £100,000 towards a new lifeboat to be named *Rotary Service*. Money has continued to come into RNLI HQ ever since from Rotary clubs throughout the country, but on February 21 the final cheque, for £16,600, was presented by

Arthur Newcombe, President of Rotary International of Great Britain and Ireland, to Mrs Georgina Keen, a member of the Committee of Management.

Rotary Service, a 50ft Thames class lifeboat, has been stationed at Dover since 1979, and this final amount, which has been raised by Kent and East Sussex branches of Rotary and which brings the total raised to nearly £102,000, was presented at the Royal Cinque Yacht Club, Dover.

Gift in kind

Many thousands of litres of oil are used by lifeboats each year and for over ten years Duckhams have supplied a large part of what is needed free, representing a substantial financial saving to the RNLI. On February 18 Rear Admiral W. J. Graham, director of the Institution, formally accepted from Geoffrey Sheppard, managing director of Duckhams, at the RNLI depot, Poole, this year's first consignment of free oil for lifeboats. Commenting on the gift, Admiral Graham said.

'It is the generosity of individuals and firms, like Duckhams, which enables the RNLI to continue its work of saving life at sea.'

LP record/cassette

The Orpheus Male Voice Choir from Rhos, near Wrexham, is producing a long playing record/cassette for the Institution which will be available from the Welsh Regional Office, Aberdare House, Mount Stuart Square, Cardiff, at the end of May. Both record and cassette cost £3 each plus 25p p and p.

Obituary

It is with deep regret that we record the following deaths:

April, 1982

Mrs Eric Crawford, president of Hoylake ladies' guild from 1940 to 1959, who continued her interest in the lifeboat service until her death last year at the age of 99. Hoylake guild has received a donation of £250 in her memory from her daughter, Mrs Rushworth of Heswall.

May, 1982

Mrs A. W. Cole, president of Cowes guild from 1973 to 1982, after serving as vice-chairman from 1972 to 1973. Mrs Cole had previously served as chairman and had been a member of the commit-

tee for many years; she was awarded a statuette in 1971.

September 1982

Reginal Carey, coxswain of Coverack lifeboat from 1963 to 1971, after serving as second coxswain from 1938 to 1963; he was awarded the bronze medal in 1956.

October, 1982

John H. Newman, a committee member of Hounslow and District branch since 1937 and branch appeals secretary since 1967. Mr Newman was awarded the gold badge in 1975.

Alexander H. Reidford, who was honorary treasurer of Hawarden branch from 1951 to 1975; on his retirement he received a framed letter of thanks.

November 1982

Arthur T. Verrion, coxswain of Ramsgate lifeboat from 1953 to 1963, after serving as bowman from 1939 to 1946 and as second coxswain from 1946 to 1952; he first joined the crew in 1919.

December, 1982

Miss G. Greensides, who held office in Withernsea ladies' guild for about 25 years, first as honorary secretary and then as president.

Mrs Joan Knott, wife of Tommy Knott, former coxswain of Lowestoft lifeboat and now a DLA. Mrs Knott was well known to many lifeboatmen for whom, over many years, she had arranged a warm welcome when lifeboats on passage visited Lowestoft.

Arthur Sykes, chairman of Flamborough station branch since 1980 after joining the committee in 1977. Mr Sykes had worked long and hard for the Flamborough lifeboat appeal.

January, 1983

Mrs Vivian K. C. Robinson, MBE, who was district organising secretary in the south east from 1952 to 1971, giving 19 years magnificent service.

February 1983

Mrs J. B. Soutter, a founder member of Hamilton ladies' guild in 1938 and president from 1960 to 1979, when she was awarded the gold badge.

March, 1983

James Coull, coxswain of Broughty Ferry lifeboat from 1934 to 1956 after serving in Montrose No 2 lifeboat as bowman from 1933 to 1934. Mr Coull, who first joined Montrose crew in 1930, was awarded the silver medal in 1939.

William R. Thomas, coxswain of Tenby lifeboat from 1958 to 1968 after serving as bowman from 1946 to 1957 and as second coxswain from 1957 to 1958. Mr Thomas, who first joined the crew in 1930, was awarded the bronze medal in 1953. His son Alan is the present coxswain of Tenby lifeboat and another son, Clive, and a grandson, Peter, are both crew members.

In the winter 1982/83 journal it was wrongly stated that Keith Johnson had been honorary treasurer of Bognor Regis branch for 50 years. In fact, Mr Johnson took over as treasurer two years ago; it was his predecessor, George Wyeth, who had served in the office for the previous 50 years.



While producing a Christmas show for television, Rolf Harris and his technicians had lunch and supper at the guest house belonging to Barney Chamberlin, Happisburgh station honorary secretary. Barney (l) showed Rolf round the boathouse and he took great interest in all he saw.

photograph by courtesy of
Eastern Daily Press

ELEVEN YEARS ON . . .

from page 198

Trigg: That is going to do him the world of good if he has got a back injury!

Dunster: But the priority is the casualty's breathing.

Hodder: I know we are told to pull people out as Frank has described but at Lyme we will not practise it that way. If you do not get the chap above the sponson first time he can easily be injured. As far as I am concerned, they come out face first. Perhaps I am lucky in that a large proportion of our crew are big men. We get the little ones to practise pulling out the big ones and if they can do it with those, they can do it with most people.

Trigg: I agree with John. Face first. I am fortunate like John. I may not have the prettiest lifeboat crew in the world, but they could well be the largest and the strongest. So there is no problem pulling anyone in. Let's have them in straight away. If they are facing the sponson you can get a grip under their arms and if necessary get hold of the seat of their pants or swimming costume and just haul them in over the sponson. If they need artificial respiration you can do it on the side deck where they are.

Woodroffe: It is pretty remarkable that we have operated these Atlantic 21s for ten years and more, sometimes in extreme conditions well above the wind and sea limits laid down, and we have had just four capsizes, with no one lost or seriously injured. You have all capsized during the training course at Cowes, but you, John, have done it for real.

Hodder: Well, the simulated situation bears little resemblance to the real thing. When we actually hit the water, with the waves pushing us along, we were doing 35 to 40 knots. The crew made a conscious effort to climb out but I was forcibly ejected 30 yards in front of the boat by the roll bar, and I had to swim back to the boat before the handle could be pulled to inflate the bag, which of course we know didn't happen.

Woodroffe: That has caused a lot of heart searching, obviously.

Brinton: We are looking at an alternative system which has still got to be put to the test in evaluation trials.

Woodroffe: One or two other things came out of those two capsizes last year, at Lyme Regis and Berwick-upon-Tweed. Both boats capsized in quite shallow water and bounced along the bottom upside down, but in fact very little damage was done.

Brinton: The roll bar on one was a write-off, but really the boats were in remarkably good condition. They came to Cowes for a complete check over, but were only there about a fortnight. It may have been luck, but we like to feel we can take some credit for it; the positioning of the handrail and the roll bar saved the rest of the console. No major components had to be replaced in the engines. In fact, Berwick-upon-Tweed Atlantic relaunched from the beach with another crew and motored back to the boathouse.

Woodroffe: I am sorry your live capsize did not bear a great resemblance to the training, John, but I feel very strongly that the training is something we must do.

Butler: If crew members do our little bit of training, then if a capsize should happen at sea at least they will have some idea of what it is like. And it is also important to us at Cowes that crews come for these courses. We learn as much from them as they learn from us. We get a lot of feedback.

Brinton: What Mick says is perfectly true. We gain as much from the crews coming here as, I hope, the crews gain themselves. If you come to Cowes with suggestions, we try to take them all into consideration. Mind you, if you asked ten lifeboatmen, they would all have different ideas and all we can do is to try to sort the wheat from the chaff and incorporate the general opinion.

Hodder: Don't get me wrong. Although I said that a capsize at sea bears no resemblance to a training capsize, I still think there is a definite advantage in coming here for the course. We had not taken the course before a capsize actually happened to us. It would have been better if we had. It gives you an idea what it is like underneath a boat and it also gives you a degree of confidence. Had we done the training here before we had our capsize, we would not actually have been any better off, but we would have known more about it and we could have coped with the situation that much better.

Woodroffe: It is certainly the intention that crew of all new Atlantic 21 stations will come to Cowes for a capsize course during their period of work-up. We are also trying to get through all existing Atlantic stations, but of course crews do change with the years.

Dunster: The discipline you get from practice is well worth while. The capsize drill would help, for instance, with the actual discipline of getting all your crew trailing off the line astern before activating the air bag.

Brinton: Of course, as John said, every capsize is different. He was going very fast when he capsized. Mostly, once the

tube goes in the water and the propellers come out, the boat does slow down quite quickly.

Hodder: Most of the capsizes have been in shallow water in conditions that were not really bad. Obviously, I have had a lot of time to analyse what happened to us. I think it boils down to this. If you are out in very bad winds and seas you really are aware of everything. We were out on exercise when a service call came that someone was trapped at the base of a cliff. The weather was not that bad. The sea was comparatively flat before we entered the shallow area. You are just a little bit, shall we say, complacent. You are not really thinking that a rogue sea is going to do that to you. That is what caught us out. Another time I would not try to outrun it; if it was a very big one I would turn and meet it head on. Had we met the same sea even a mile out to sea, it would have made little difference to us. It was because we were only in about 25 to 30 feet of water that there was so much force behind it.

Trigg: I know what you mean, John. When you are in bad conditions you are watching all the time for ways out and thinking, *'This one doesn't look so bad. Which way can I go? What shall I do?'* Whereas if the seas are not very bad they can take you completely unawares, because although you are still watching, you do not think it is that bad.

Hodder: And of course we were more concerned with the 76-year-old man, because by this time he was trying to get down from the cliff on to the beach.

Woodroffe: Your boat was damaged on your medal service, wasn't it, Roger?

Trigg: Yes. Later in the service, when we were trying to pass the tow from one fishing boat to the other; the tow had broken five or six times on the passage north to Lowestoft. We were coming round Benacre Ness, a notorious place for big seas. We were busy passing the rope over and asking if the towing fishing boat was all right, when an unusually large sea came up on us broadside and picked the Atlantic up and plonked her right across the deck of the trawler. Her bow landed on the trawl winch, ripping the sponson, so that the bow section completely deflated all of a sudden; ours is one of the early Atlantics which does not have the extra bow chamber. The sea passed over us, the fishing boat rolled, I put the Atlantic full astern and dragged her off the deck, opening the tear a bit more. We backed her off to get some sea room. So, for the next hour and a half or two hours we didn't have any bow at all. It didn't worry the boat at all. It just meant that when we hit a sea it came up the front and ran out the stern and we were all wandering around up to our waists in water most of the time. It did

not affect the actual running of the boat or her sea-keeping ability. I just had to be a bit more careful what I headed into. If we had not had waterproofed engines, I am convinced that they would have stopped and we should have been in trouble ourselves. It proved that they do work virtually under water.

Woodroffe: To bring the discussion to an end, what advice would you all give to rigid inflatable lifeboat helmsmen?

Hodder: Be absolutely 100 per cent aware of everything, if possible, at all times. And never drive with both hands

on the steering wheel.

Dunster: I agree with John. You must use the power wisely, particularly in a head sea; you have got to be very cautious on the throttles in a big, short, sharp head sea.

Trigg: I agree with John, too. My hand never leaves the throttles at all. Always be aware of the sea, always watching because she is after you all the time. And remember that you have got the best boat money can buy; if you do not let your boat down, I don't think she will let you down.

Brinton: Can I just add, don't ever go to sea with suspect motors?

Butler: It has all been said really, except, maybe, you should have a really good back!

Woodroffe: It just remains for me to say, thank you all for coming. This is the first time that we have gathered together experienced Atlantic helmsmen to exchange views and discuss mutual problems in this way and I am sure the discussion will prove of great value both to us at Cowes and to Atlantic crews round the coast.

Down to the last detail . . .

A MODEL OF *RNLB Ruby and Arthur Reed*

EVERY PIPE, every cable, even the oilcan and the radio telephone instructions, all to scale, can be found in a beautiful and meticulous model of Cromer's 48ft 6in Oakley lifeboat which was presented to the Institution last December. Building was begun, some years ago, by Mr Joakim Paulson-Linnekegel of Norway but sadly, before he could complete his model, he died. Knowing his wish that the model should go to the RNLI, his relations arranged for it to be shipped to England with all the parts not yet assembled and, luckily for the Institution, Frank Turland of Parkstone, a semi-retired graphic designer, took on the task of completing Mr Paulson-Linnekegel's work.

For three years Mr Turland spent all his spare time working on the model, with some expert advice from a neighbour, Coxswain/Mechanic Frank Ide of Poole lifeboat. Like Mr Joakim Paulson-Linnekegel before him, Mr Turland visited Cromer to look over the original Oakley lifeboat and study the layout and fittings in detail. To give some idea of the amount of time each tiny operation took, on one evening he spent from 6pm to 3am putting a bottle screw on the chain guardrail. The bow pudding fender was made by Mrs Turland.

After spending so many hours studying the handiwork of his Norwegian 'partner', and taking the work to completion, Mr Turland felt that for him, Mr Paulson-Linnekegel had become an old friend.

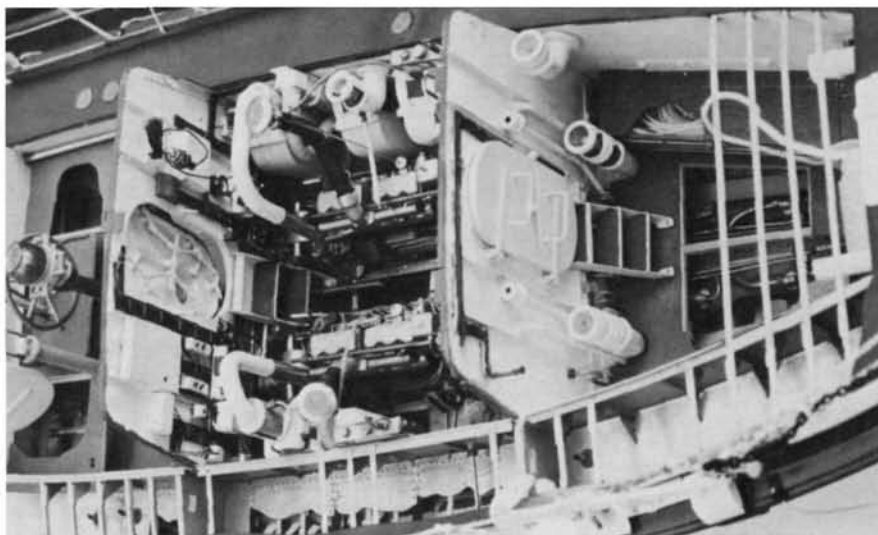
One Wednesday last December, Mr Frederik Paulson-Linnekegel, brother of the original modelmaker, and his wife, on a visit to this country from Norway, and Mr and Mrs Turland all met at Poole HQ, where the amazing replica 48ft 6in Oakley lifeboat made by two outstanding and quite unusually skilled craftsmen, was received for the Institution by the deputy director, Lt-Cdr Brian Miles.

The Norwegian flag was flying when the model of Cromer's 48ft 6in Oakley lifeboat Ruby and Arthur Reed was presented to the RNLI at Poole HQ last December. (l to r) Frederik Paulson-Linnekegel, brother of the original modelmaker, Frank Turland, who took over from him, Coxswain/Mechanic Frank Ide of Poole lifeboat, who advised on detail, and Lt-Cdr Brian Miles, deputy director of the Institution.

A close-up broadside view of the model: note the faithful reproduction of the anchor stowage and of the stanchions and guard chains: it took Mr Turland seven hours to fit just one of the bottle screws. Note also the buoyancy blocks behind the lifeboat's timbers (below left).

Photographs left and below by courtesy of Frank Turland

Looking down on the model with the superstructure removed: (l to r) wheelhouse, engine room and forecabin. It is also possible to see down through the forecabin sole into the bilges. Every detail of the machinery, pipework and wiring is there.



Some Ways of Raising Money

An analysis of the first total raised by Queensferry ladies' guild in the year 1981/82 makes interesting reading. Of the total £1,800, well over £100 was made from each of the following events: a country dance, a cheese and wine evening, a ceilidh, and a spring sale of work. Every Saturday and Sunday afternoon during the summer, the ladies go down to the lifeboat station to sell souvenirs, home baking, plants and secondhand books; gross souvenir sales for the year were £2,021.



A plaque is presented to the head girl of Byrehall High School by David Jones, RO(NW), as thanks for help given to the Wigan branch during lifeboat day. The senior pupils raised £120 in house-to-house collections. In the background are Mr S. Warren, chairman of Wigan branch, and Mrs Kathleen Petrie, the honorary secretary.

A late Christmas present was received by Howard Biggs, honorary secretary of Broadstairs branch. It came from a farmer: £30, the price of a lamb. With the gift came a note: 'a sort of present from storm-tossed sheep to storm-tossed sailors'. The joint amount raised by Broadstairs branch and guild last year totalled £8,808.44, their best ever result.

A Trafalgar Day buffet social, held in picturesque Rockingham Castle, proved to be a very effective fund raiser for Rutland ladies' guild. Thanks to the generosity of Cdr and Mrs Michael Saunders-Watson, who own the castle and thus provided a setting for the evening, and thanks also to raffles and a souvenir stall, a total of £715.35 was raised. Special guest for the evening was the RNLI's director, Rear Admiral W. J. Graham.

The Master of the Worshipful Company of Salters, Mr Richard Scriven, invited Sothebys to Salters Hall in the City of London to hold a valuation evening in aid of the RNLI. His wife, Gillian Scriven, and children Hilary, Andrew, Clare and David, provided a buffet supper and with a raffle, sale of Christmas cards, and a most entertaining and instructive panel of valuers, over £600 was made on the evening.

Howth branch has a splendid fund raising record and last year, with the added incentive of its appeal for a new lifeboathouse, it raised £27,750. And what fun it had with its special appeal events! Dinner dances are not usually expected to produce sizable profits, but Howth's 1982 festive evening, organised by Coxswain Gerry McLoughlin and his wife Maura who were helped by Mrs Pat Connolly, a member of the ladies' guild, raised £2,319. Coxswain McLoughlin also invited the local community to elect (unofficially, of course) a Lord Mayor of Howth, the first ever. The election took place over August Bank Holiday weekend. Paying 10p for the privilege, a vote could be registered for any one of the five contenders and the election of Joseph Cuddy by a large majority was announced from the balcony of the Royal Hotel by Norman Wilkinson, station honorary secretary. Exquisite robes were provided by a local tailor, Jack O'Rourke, and the whole event raised no less than £3,000 for the lifeboathouse fund. Then there was a race between Ian Guinness, Ian Malcolm and Francis Ennis, three owners of 17 Footer Class yachts (the oldest one design gaff-rigged keel boats in the world). It started and ended with a pint of Guinness in Howth Yacht Club with, in between, a dash downstairs, the launch of rubber dinghies, a row out to the boats which had to be rigged, sailed round a course and removed before the dash back to the clubhouse. That hilarious lark raised £611.



To show that he is still young at 60, Gordon Gaylor planned a marathon of 12 sports which he had to complete within 12 hours. In order of performance, they were: glider flying, swimming, boxing, cycling, roller skating, accordion playing, ballroom dancing, rowing, canoeing, judo, horse riding and finally a ten-mile hike. Radio 210, the local radio station, helped with the organisation and the sponsorship money was divided among four charities: Reading and District branch of the RNLI received £200.

As 1982 was Maritime England Year, Forest Area Floral Group, Epping, eight flower arranging clubs in all, chose the lifeboats to benefit from their annual two-day exhibition in September. The exhibition was held at Sir James Hawkey Hall, Woodford Green, and after the event the RNLI North London regional office was given a fine cheque for £1,800.

Broadstone ladies' guild held a fork supper one Saturday in February at which, in addition to a delicious spread prepared by members, there was musical entertainment by five members of Broadstone Light Operatic Society. With old, well-loved songs and topical monologues the 'concert party' had their audience with them from the start, and before the end everyone was joining in, singing sea shanties. With a tombola and raffle, a very happy evening made a profit of £250.

Ernest Jackson of The Fox in Palmers Green, London, held a 'Cockney-Nite-Out' for his customers. With the help of raffles and collections made at both The Olive Branch, Tottenham, and The Northern Star, New Southgate, the evening brought in a grand total of £164.79.

Mr and Mrs C. R. Sutton of Sutton Estates, Newburgh, Aberdeen, are long standing supporters of their local branch. An RNLI collecting box is always at hand in The Dairy House and for years Mr Sutton, a keen photographer, has sold his photographs of the area to tourists in aid of the lifeboat service. Last year, Mr Sutton added to his other donations the £210 received from fishing permits for the season. In all, £575 was given to Aberdeen branch.



A ride on a bicycle from Newcastle to Dundee in 4½ days is a feat impressive enough in itself, but when one learns that the 212-mile ride was made on a penny farthing bicycle and by a 73-year-old man, Jock Harrison, well, that is amazing! This remarkable achievement was rewarded by donations totalling more than £1,500 which Jock succeeded in collecting from sponsors; this shows just how much can be made starting only with a penny farthing. In the photograph, Jock is receiving £10 from Councillor Foster outside Dundee Town Hall.

Last autumn Chief Petty Officer Dave Lea, of the Joint Air Reconnaissance Intelligence Centre, RAF Brampton, presented a cheque for £72 to Mrs Scriven, chairman of Huntingdon ladies' guild. He raised this money by sponsorship for his first ever marathon, the Huntingdon marathon, which took place on the anniversary of his twenty-second year of life in the Navy. There



Ian Beavis, vice-president of Newport branch, just before setting off for a sponsored swim from Egypt Point, Cowes, on the Isle of Wight, to Lepe on the mainland. The two-mile swim, during which Ian was escorted by his brother Donald in the motor sailer Petit Pecheur, took an hour and ten minutes and raised £100.95 for branch funds.

Members of Wells lifeboat crew were invited to a special RNLI evening held by Cambridge Motor Boat Club. Here the club's commodore, Bob Foote (l), is seen presenting a cheque for £175 to Coxswain David Cox of Wells. His cousin, Crew Member Alan Cox, shows his approval. The evening consisted of talks from the lifeboatmen, an RNLI film, a raffle and a written quiz with the prize of a lifeboat pennant.



Some members of Oxton and Cloughton RNLI branch, Merseyside, before the start of a 'cheap and cheerful evening' at which they raised £444. Since the branch was reformed in 1978 it has been responsible for bringing in nearly £7,000



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on.**

'Tilbury Tubbies' (with one 'Tubby' sitting in the tub), of Tilbury Construction Ltd, Canvey Island, raised £157.50 for the lifeboat service in a charity bath pull along Southend sea front.



Back with their feet firmly on the ground are six intrepid first-time parachutists: (l to r) Jim Bridge, Colin Robins, Dave Allison, Michael Riley, Keith Benn and George West, honorary secretary of Whitehaven branch; with them (r.) to receive the cheque is area organiser Les Fraser. All six men obtained sponsorship for their 3,000ft jump and the result was a cheque for more than £800 for RNLI. photograph by courtesy of Cumbrian Newspapers



Stephen Tilsley, chairman of Bournville and District branch, receives a cheque for £625 from Martin Hunt (r), chairman of Centre Snorkelling Club. The money was raised by young members of the club, aged between seven and 17, who took part in a sponsored snorkel; a number of them swam as many as 50 lengths to raise the money. Earlier in the year when the club went on a snorkelling expedition to Wales they were invited to look round Fishguard lifeboat.

photograph by courtesy of Mel Figures





Arthur and Reit Billitt, well known through the television gardening programme *Clack's Farm*, have for many years donated to the RNLI the proceeds from their car-park at Clack's Farm for one Sunday in every summer month. They also allow Worcester guild to sell souvenirs on the premises on these Sundays. Since the beginning of this scheme the Billitts have been able to give a grand total of £4,890 to the RNLI. Shown in the photograph (l to r) are Margaret Griffiths, chairman of Worcester guild, Pat Bradford, souvenir secretary, with her husband Mike Bradford, Deputy Captain of Canberra having just returned from the Falklands, and Arthur and Reit Billitt. Clack's Farm, which is near Droitwich, is open in 1983 from May until September.



The ladies of Hoylake guild at a coffee morning which raised £430. It was held at *The Hermitage, Caldy*, the home of the guild's treasurer, Mrs B. M. Frazer. The enthusiasm of the helpers and the fine weather both persuaded guests to linger in the pleasant gardens and generously to support the tombola, raffles and 'all sorts' stall.

were some very interesting moments during the 3½ hours it took him to complete the course; at the 15-mile mark he had to hurdle over an Alsatian which barred his way!

For 25 years Lerwick ladies' guild has held an annual ball which includes a full dinner and raffle. The meal is prepared by the ladies while their husbands and friends act as waiters. The entire profit from the 1982 evening was an amazing £3,293.

Leytonstone branch cannot be blamed for missing a single opportunity. On October 30 they dressed up a guy in oilskins and put him in front of an 18ft model of a lifeboat. Then, outside the local swimming baths and near the bus stop, they set themselves up asking for a 'penny for the coxswain' in direct competition to the number of small children at that time of year asking for pennies

for a guy. Few people ignored them and donations were received not only from local shoppers but from passing cars and even from the top decks of buses. They raised a total of £193.37½. Much better than the average guy.

Gourock branch, on the Clyde, claims that it covers every single street in the community with its annual house-to-house collection. In 1982 some 90 collectors returned £1,477 when not a house was missed and even all the high rise flats were visited. This yield is calculated to be just in excess of 10p per head of the population.

Music and fund raising go hand in hand for St Austell branch. In September they arranged a concert in the Cornwall Coliseum, where over 20 Cornish male voice choirs, comprising 600 voices, gave their time and talent for the RNLI. Almost 2,000 people en-



Sutton-on-Sea and Truethorpe guild have had their fund raising prowess recognised by the BBC. David Hamilton's music show on Radio 2 gives a 'Top Team Award' and chose these ladies for their record sum raised in 1982, which was £1,200; the award is being held by the guild chairman, Mrs M. E. Saunders.

photograph by courtesy of Studio D



The second Hen Island Challenge Race, for home-built craft which have cost no more than £25 and which have never before put to sea, was sailed in Northern Ireland last October; Portaferry D class inflatable lifeboat acted as one of the many rescue boats. With entrance fees, sponsorship, sale of craft and a Dutch auction, £6,000 was raised to be shared between the Ocean Youth Club, Friends of Mitchell House and the lifeboat service; for the RNLI there was a splendid £3,000. Each gift was presented in a gold coloured hen at a buffet supper party. (l to r) Walter Love of the BBC, Robert McDowell, for Friends of Mitchell House, Dr Barry Bramwell, Hen Island Challenge Race (HICR) committee, a delegate for the Ocean Youth Club, Vice-Admiral Sir Arthur Hezlet, chairman of the RNLI Search and Rescue Committee, Carol Anne, race secretary, and David Chamberlain, chairman HICR.

joyed this musical evening which raised £853; a record and cassette of the concert have since been produced and are on sale and making money for St Austell branch (price £4 each plus 50p package and postage from Mr R. Kirkham, 24 Cooperage Road, Trewoon, St Austell, Cornwall PL25 5SL). In December another concert was given by youngsters; the entertainment was supplied by the Restormel Youth Band and local students supplied and served a buffet supper. Member of Parliament David Penhaligon was the guest speaker and with the help of a Christmas draw, the concert brought in over £600.

Keith Scott has earned a well deserved place in *The Guinness Book of Records* by managing to devour no fewer than 90 whelks in five minutes 26 seconds. The previous record of 82 whelks was broken at The Castle Inn, Dover, during the annual whelk-eating



Bryan and Kathy Cox of Wokingham branch, pictured here with their daughter Rachel, organised a trip on the River Thames aboard this magnificent steam launch St. Belle, the property of the Maidenhead Steam Navigation Company Ltd. Built in 1894, 75ft long, she is now restored to her former glory and capable of carrying 100 passengers. Bryan and Kathy's tea party river trip attracted 70 passengers and raised £150 for the RNLI.



When the new 47ft Tyne class fast slipway lifeboat, City of London came up the Thames for her official naming, it was also an ideal opportunity for some of the children of Thomas's School, Kensington, to hand over the money that they had raised for the RNLI with a sponsored ice-skate. Here, with the flag-waving support of his classmates, Darcy Mitchell hands the cheque for £287.65 to Principal Staff Coxswain Jim Hunter who was in command of the lifeboat for her London visit.



The biggest single donation ever received by Port Talbot branch from the efforts of a single person is handed over by Philip Reed, a long distance swimmer. Last September he swam across Swansea Bay from Mumbles Head to Porthcawl, a distance of 13 miles; it took him five hours. The money he raised in sponsorship was £380 and the picture shows (l to r) Robert Harris, Philip Reed, David Aubrey, station honorary secretary, Gerald Thomas, and Ken Needs. Mr Harris and Mr Needs escorted the swimmer in their boat James Rolfe, while John Lewis, a local pilot and a deputy launching authority, and Mr Thomas, also a DLA, acted as pilot and observer.



To give his MG TC, the bodywork of which he had been re-building, a 'jolly good thrudging', Bob Shaw suggested a run from John O'Groats to Land's End in aid of the lifeboats; Ian Horsefield said he would go along as second driver. Last July a car transport company took the MG to Inverness free of charge and British Airways transported the drivers at greatly reduced fares. The 'team' was flagged off from Scrabster by Thurso station branch committee and crew early on July 19 and welcomed at Sennen Cove the next morning. Altogether 849 miles and more than £1,500 in sponsorship for the Tadley branch.



Three jovial barmen at the Whaley Bridge branch annual summer luncheon, which is held in the barn and grounds of Gap House, Kettleshulme, home of Mr and Mrs A. R. Leonard. 1982 was the event's seventh year and its seventh record amount raised: £1,140.



Not content with just the ordinary duties of a lifeboat crew, the men from Salcombe have proved themselves to be as much of a fund-raising team as they are a lifesaving team. Last year, through the crew's efforts alone, £4,267 was raised for the branch. Pictured from left to right are: (front row) Motor Mechanic Frank Smith, Coxswain Graham Griffiths and Assistant Mechanic Brian Cater. (Back row) Crew Members Brian Cooper, Peter Taylor and David Gibbens with William Budgett (chairman and honorary secretary) and Stanley Turns.



The draw for a gallon bottle of brandy, donated by Martell, was made at Kirkcudbright station annual dance last November. Here, Coxswain George Davidson, DSM BEM, (r) presents the bottle to the winner, local blacksmith William Milligan; Mr Milligan was a popular winner with the lifeboat crew and committee as he had recently rebuilt the lifeboat access road to and from the sea. A total of £360 was raised for the RNLI by this draw. With them are (l) James Scott, honorary secretary financial, and Ian Mackie, Western Area Manager of D. Rintoul and Co, Scottish agents for Martell.



Restaurant owner Nick Constandinos visited Poole HQ in December to present a cheque for £70 to RNLI appeals secretary Anthony Oliver (r). It was the proceeds from the sale of the first two crates of Beaujolais Nouveau 1982 which had been delivered to his restaurant, Corkers, in the Poole race to be the first to supply customers with the famous wine.



Every year Bognor Regis branch organises a popular Christmas market. This picture shows the branch honorary secretary, Mrs Vera Johnson, (second from l) and some of her lady helpers on the souvenir and cake stalls. The 1982 market raised £196.82.

contest. £181 was raised for the RNLI at this gruesome event. Meanwhile just outside Dover, at Lydden Circuit, £500 was brought in by the annual person-powered push, when 12 entrants pushed and pulled various contraptions around ten laps of the circuit. Brian Sackett of Dover branch is responsible for organising this somewhat bizarre but lucrative contest.

A fancy dress party organised by Mrs Olive Eades, honorary secretary of Chorleywood and Rickmansworth branch, brought in a remarkable £950. The takings were shared between the RNLI and the King George's Fund for Sailors; everybody had a very enjoyable time and costumes ranged from Widow Twanky, RO(E) no less, to Captain Hook. There was an abundance of tombola and raffle prizes thanks to donations by local traders and other friends and supporters of the branch.

Thanks to the efforts of Grangemouth branch, the annual levee that it organises has now become one of the most popular social activities in the community. The two main features of this levee are the sumptuous buffet supper prepared by the committee and friends and the tombola stall, which, this year, had no less than 315 prizes all donated by local businesses and firms. Nearly £1,900 was raised in all.

When the passenger steamer *Manxman* made her last trip, the bars were manned by members of Preston South Rotary Club. As a result the Rotary Club was presented with a sum of money and part of this, £250, was handed on to David Jones, RO(NW).

Cdr Osmond Hebbes has a taste for Whitbread export lager, which, happily for him, has also had the effect of raising money for the RNLI. During a promotion Whitbreads offered to pay 85p to every customer who sent them four ring-pulls from their cans of export lager. With a nightly pint, Cdr Hebbes collected no fewer than 240 ring-pulls and sent them to Whitbreads: although the offer was supposed to be 85p for each customer, because Cdr Hebbes asked that the money be sent to Eastleigh and District branch, they agreed to send £51 for the lifeboats.

Horace Greenslade of Shirley, Croyden, now in his eighties, still collects used stamps for the lifeboats. Last year he sent in to the RNLI City of London office 10,000 stamps all cut and sorted and by February had a further 5,000 ready to be taken up to London.

Among other functions, the ladies of Drifffield ladies' guild organised two 'seconds' sales and a cheese and wine party, all of which were very well supported, bringing the guild's annual amount up to a new record of £4,560.

Bournemouth ladies' guild raised over £400 at its annual bridge drive at Bournemouth Pavilion last December. To that amount was added a donation of £1,000.

Bradford Council have seven bottle banks for the re-cycling of glass. Because it is their policy to donate to charity any profit on re-cycling, the £1,000 that they made on 450,000 bottles between April and December last year was handed over to the Lord Mayor's appeal fund, which happens, this year, to be on behalf of the RNLI.

A contribution of £150 has been made by Down Cruising Club, Northern Ireland. This amount, given to Newcastle and Portaferry branches, represents the proceeds from the club's annual dinner and from the collecting box in the wardroom.

Carol Steel, a London Shoreline member, raised £550 for lifeboat funds by shedding pounds in a sponsored slim. Seven ladies and two men, led by Miss Anne Buttery, lost 101¼ pounds in ten weeks to raise £180 for Exmouth D class inflatable lifeboat.



Southbourne branch held a car boot sale last December in the car park of the Anglo-European College of Chiropractic. For each 'pitch' £2.50 was charged and, despite bad weather, not only was £150 raised for the lifeboats, but everyone who took part—organisers, sellers and buyers—thoroughly enjoyed themselves.

photograph by courtesy of Poole and Dorset Herald.

Shoreline Section

RNLB SHORELINE, the 37ft 6in Rother class lifeboat funded by our Shoreline members which was stationed at Blyth from 1979 until last year, has now been transferred to Arbroath, on the east coast of Scotland; she was placed on service at Arbroath on December 17, 1982. A re-dedication ceremony is planned for April and it will be reported in the next issue of the journal. In the meantime, I know that you would all wish to join me in thanking Blyth lifeboatmen and station branch for the care they have taken of *Shoreline* over the past four years and in wishing all who sail in her from Arbroath God speed and a safe return to port.

It was good to see many of our members at the London Boat Show in Earls Court last January. Not all of you who visited the show found us, I suspect, because this year the RNLI stand was somewhat off the main thoroughfare. It was disappointing that, being in a quiet area, we were not able to keep up the splendid enrolment record of the past few years: over 1,000 new members each Boat Show. Nevertheless, it is to the resounding credit of our stalwart voluntary Shoreline team that, overcoming any drawbacks, they still managed to sign on 737 new members; less than we have come to expect from the London Boat Show, maybe, but a splendid effort in the circumstances. And they made good sales of insignia, too. Thank you, our team.

We are sorry that Jim Mead, one of our most loyal supporters, was unable to be with us this year because of ill health. He was sadly missed. We hope you are feeling better, Jim, and we look forward to seeing you back at Earls Court in 1984.

Shoreline Club No 11 was inaugurated in Dorchester last February. Any member interested in joining in its social events should write to Bill Rook, 22 Overcombe Drive, Weymouth, Dorset. Everyone will be made most welcome.

Perhaps it is time to have a round up of all our other ten clubs, with the names and addresses of the honorary secretaries, for the benefit of new Shoreline members and also those members of longer standing who have mislaid this information:

Club No 1, Portsmouth: Jack Chantler, 78 Cosham Road, Cosham, Portsmouth, Hampshire.

Club No 2, Eastleigh Area: Mrs Pauline Rowe, 90 Buriton Road, Harestock, Winchester, Hampshire.

Club No 3, Southend-on-Sea: Mick Holland, 83 Walsingham Road, Southend-on-Sea, Essex.

Club No 4, Milton Keynes: Denis Horgan, 172 Bradwell Common Boulevard, Bradwell Common, Milton Keynes, Buckinghamshire.

Club No 5, Leeds and District: Mrs M. A. Hill, 26 Crowther Avenue, Calverley, Pudsey, West Yorkshire.

Club No 6, Basildon: Mr J. Froom, Burford Lodge, 164 Stock Road, Billericay, Essex.

Club No 7, Scarborough and Filey: Mr J. Parker, 47 Cornelian Avenue, Scarborough, North Yorkshire.

Club No 8, Peterborough: Stanley Meadows, 16 Valance Road, Orton Waterville, Peterborough, Cambridgeshire.

Club No 9, Hastings: Mrs P. Rooney, 1 Marine Parade, Hastings, East Sussex.

Club No 10, Coventry: Malcolm Simms, 25 Moor Street, Coventry, West Midlands.

Shoreline Club No 8 and Peterborough branch are organising an Emergency Services Day from noon to 5 pm on Sunday July 10 at Ferry Meadows, off the A605, Oundle Road, Peterborough. Ferry Meadows is a large National Park where all the family can enjoy the day and there is a camping and caravan site. The main attraction will be a full scale air-sea rescue demonstration by helicopter from one of the lakes and there will be static displays and demonstrations by Cambridge Police with Police Divers, the Fire Services, St John Ambulance, RAF Coltishall, HM Coastguards and the RNLI. Information from Malcolm Smith, 49 Gloucester Road, Old Fletton, Peterborough PE2 8BH (Telephone 0733 60802).

Pirates they may be—but with hearts of gold! They are the members of the Pirates Cruising Club of Epsom, and, of course, Shoreline members, who generously added their pieces of eight to the other more conventional prizes for a raffle in aid of the RNLI held at the club's annual 'noggin and natter' in



Walter Cox's model railway.

December. The raffle raised £153. Thank you, pirates.

Another of our members, Walter Cox of Wimbledon, is a model railway enthusiast. During the past two summers he has held an open day in his garden, inviting the general public to have a look at his efforts. So far he has raised £330 for the RNLI. A third open day is planned for this summer, so any members who are in Wimbledon on July 3 will be welcome to call at 40 Nelson Road.

Each year, in *Shoreline*, we set ourselves a target. In 1983 we hope to reach—and pass—100,000 membership. To help us attain this magic figure I am asking all of you to go out and persuade one of your friends to join our ranks; if you can also persuade your new recruit to covenant his or her subscription, so much the better. 1982 was the best year we have ever had; 1983 could be even better with your help and support. The regular source of income from Shoreline subscriptions is of great importance to the lifeboat service in these days of ever-increasing costs.

Thank you again for your continuing help over many years, and we send our best wishes to all our members and their families for a very happy summer.—
PETER HOLNESS, membership secretary.
RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

I enclose subscription to join Shoreline as an:

Annual Member	£5.00 (minimum) <input type="checkbox"/>
Annual Family Membership	£7.50 (minimum) <input type="checkbox"/>
Annual Member and Governor	£15.00 (minimum) <input type="checkbox"/>
Life member and Governor	£150.00 (minimum) <input type="checkbox"/>
Send me details of how I can help with a Legacy.	<input type="checkbox"/>

Name _____

Address _____

Over 108,000 people would have been lost without the lifeboat service.

Awards

to Coxswains, Crews and Shore Helpers

The following coxswains, members of lifeboat crews and shore helpers were awarded certificates of service on their retirement and, in addition, those entitled to them by the Institution's regulations, were awarded an annuity, gratuity or pension.

Appledore

M. J. Lee	Emergency Mechanic 10½ years Crew Member 1 year.
R. H. Cann	Tractor Driver 1 year Second Coxswain/Tractor Driver 7½ years Second Coxswain 6 years Crew Member 31 years.

Arran (Lamlash)

I. MacNee (retired 1980)	Crew Member 10 years.
A. Bannatyne (retired 1980)	Crew Member 10 years.

Barry Dock

A. J. McCarthy	Motor Mechanic 5 years Crew Member 19 years.
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Beaumaris

I. Lewis	Crew Member 10 years Crew Member* 10 years.
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Bembridge

P. J. Dyer	Emergency Mechanic 2 years Crew Member 15 years Crew Member* 15 years Launcher 5 years.
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Calshot

J. M. Collis (retired 1980)	Second Coxswain 3 years Crew Member 7 years.
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Clacton-on-Sea

A. C. Harman	Coxswain 6¾ years Second Coxswain 7 years Bowman 1 year Crew Member 21½ years.
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F. S. Knight

Assistant Winchman 8 years
Crew Member 6 years.

Courtmacsherry

S. A. Mearns	Coxswain 5¼ years Second Coxswain 2½ years Crew Member 2 years.
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Criccieth

M. P. Jones	Crew Member 11 years.
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Exmouth

B. L. Rowsell	Coxswain 18 years Second Coxswain 7 years Crew Member 5 years.
P. N. Rowsell	Emergency Mechanic 10¼ years Crew Member 9 years Crew Member* 9 years.

Eyemouth

J. D. Blackie	Bowman 9¼ years Crew Member 8¼ years.
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Filey

C. C. Ware	Crew Member 13 years.
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Fowey

M. Webber	Motor Mechanic 24 years Motor Mechanic (Weston-super-Mare) 3 years Assistant Mechanic (Weston-super-Mare) 8 years Crew Member (Weston-super-Mare) 1¼ years Shore Helper (Weston-super-Mare) 2 years.
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Helensburgh

G. C. Hulley	Crew Member 10 years.
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Helvick Head

J. Manahan
(retired Helvick
Head 1969)

Hoylake

N. H. Watson

P. Kelly

W. Clarke

Ilfracombe

I. Meadlarkin

Kilmore

T. Walsh

Kippford

R. Filer

Kirkwall

D. H. Peace

The Lizard-Cadgwith

N. M. Legge

T. Triggs

Llandudno

C. T. Jones
(retired 1981)

Lowestoft

J. A. Culham

T. W. Oddy

Lymington

G. Webb

Margate

A. Manning

Newcastle

S. McCullough

G. Murphy

J. Murphy

S. Murphy

Plymouth

J. Sheldon

Port Erin

P. Woodworth

Portrush

W. F. N. Black

E. Johnston

Redcar

R. Preston
(retired 1980)

R. Key

(retired 1980)

Rhyl

G. Hughes

Boat Mechanic 11¼ years
Motor Mechanic 20¾ years
Assistant Mechanic 4 years.

Emergency Mechanic 7 years
Assistant Mechanic 1 year
Crew Member 8 years.

Crew Member 12 years.

Shore Helper 32 years.

Assistant Mechanic 8½ years
Crew Member 7 years.

Coxswain 9 years
Second Coxswain 2 years
Crew Member 11 years
Silver medal 1978.

Crew Member 15½ years.

Emergency Mechanic 8 years
Crew Member 5 years.

Second Coxswain 3 years
Crew Member 12 years.

Crew Member 15½ years.

Second Coxswain 10¼ years
Bowman 5¾ years
Crew Member 17 years
Crew Member* 17 years.

Crew Member 14 years.

Crew Member 6½ years
Southwold Crew Member 5¼ years.

Crew Member 14¼ years.

Coxswain 16 years
Second Coxswain 8 years
Bowman 3 years
Crew Member 9 years.

Second Coxswain 21¾ years.

Motor Mechanic 21 years.

Winchman 22 years
Shore Helper 15 years
Crew Member 4 years.

Assistant Tractor Driver 10 years
Shore Helper 2 years.

Crew Member 21 years.

Coxswain 10 years
Second Coxswain 19 years
Crew Member 6 years.

Second Coxswain 3¼ years
Crew Member 7 years.

Assistant Mechanic 16 years.

Second Coxswain 6 years
Crew Member 3 years
Shore Helper 4 years.

Second Assistant Mechanic 10 years
Crew Member 7 years.

Second Coxswain 22¼ years
Bowman 3¼ years
Crew Member 7 years.

*Lifeboats under 10 metres.

St Bees G. West	Crew Member 11¼ years.	Staithes and Runswick E. Preston	Shore Helper 3 years Crew Member 5 years Shore Helper 4 years.
St Helier R. L. Bérézai	Motor Mechanic 16 years Assistant Mechanic 6½ years.	Sunderland W. Milburn	Coxswain/Mechanic 8 years Second Coxswain/Mechanic 3 years Motor Mechanic 21 years.
D. A. Seymour	Crew Member 21 years.	S. Cahill	Second Coxswain/Assistant Mechanic 8 years Assistant Mechanic 21¼ years.
St Ives P. P. Penberthy	Motor Mechanic 5¼ years Assistant Fleet Mechanic 2¾ years Boat Mechanic 1 year Crew Member 9 years Crew Member* 9 years.	Tramore F. Partridge	Crew Member 18 years.
St Peter Port R. Martel	Crew Member 20½ years.	T. O'Brien	Crew Member 18 years.
Scarborough K. Eade	Coxswain 5 years Crew Member 19 years.	P. Harvey	Crew Member 13 years.
G. Fishburn	Emergency Mechanic 4 years Crew Member 15 years.	Valentia D. Walsh	Coxswain 12 years Second Coxswain 5 years Crew Member 20 years <i>Silver medal 1970.</i>
Selsey G. Kite	Crew Member 12 years Crew Member* 9 years.	Walton and Frinton J. L. C. Barrett	Crew Member 31 years.
Sennen Cove H. Hutchings	Assistant Mechanic 3½ years Crew Member 24 years.	Wick J. G. Sinclair	Crew Member 12 years.
Sheringham A. H. Scotter	Second Coxswain 19½ years Bowman 4¾ years Crew Member 18 years.	Wicklow R. M. Byrne	Assistant Mechanic 24¼ years Crew Member 5 years.
A. A. Culley	Crew Member 24 years.	Workington L. Heron	Crew Member 14 years.
Southend-on-Sea J. Hipsey	Crew Member 13 years.	Yarmouth N. Chandler	Crew Member 11 years Assistant Mechanic 14 years.

LAUNCH THE RACES FOR THE LIFEBOATMEN

**ON JUNE 25, 1983,
AT THE JULY RACECOURSE, NEWMARKET**

I am delighted to announce that the 1983 Charity Race Day at Newmarket is being held on behalf of the Royal National Lifeboat Institution.

There is a splendid day's racing in store and I hope that you will be able to make up a party to come along – and to support the lifeboat service.

The traditions of voluntary support for our service go back to the foundation of the Institution in 1824. Since then our crews have saved over 108,000 lives but we mustn't forget that 435 lifeboatmen have lost their lives during this period. It is the RNLI's duty to provide lifeboatmen with the best lifeboats and equipment available and we achieve this with support from all sections of the community.

Do come to the RNLI Race Day and help us to make it a great success. Previous occasions in aid of the RNLI have always been great fun – I am confident this day will be no exception.

The Duke of Atholl

Programme of Races

1.30	The Childwick Stud Stakes	(6 F)	£5000
2.00	Holsten Diat Pils Maiden Stakes	(1¼M)	£3000
2.30	The Van Geest Stakes	(7 F)	£14000
3.00	The Reach Selling Stakes	(7 F)	£2000
3.35	The Littleport Handicap	(6 F)	£4000
4.05	The Bury Hill Maiden Stakes	(7 F)	£3000
4.35	The Nat Flatman Apprentice Stakes	(1½M)	£2000

Note: Children may be left in a playground at the Racecourse which is supervised.

ORDER FORM

NAME

ADDRESS.....

.....

.....

TELEPHONE (Daytime)

Ticket Prices (including VAT)	Quantity	Total £
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Members' Badges (normal price £7) (for admission to Members' Enclosure)	£6.00
Members' Car Park Tickets	£1.00

Tattersalls Tickets (normal price £4.50) (for admission to Grandstand and Paddock)	£3.50
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Private Buffet Luncheon Rooms (2 available) (accommodating up to 40 persons per room)	£100.00
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TOTAL

CAR PARKING

Car parking is free and there are ample facilities. However, those with members' badges, if they feel it necessary can pay £1.00 extra to park in the members' car park.

I enclose my cheque for £

I am unable to attend but enclose a donation of £.....

Cheques should be made payable to: Newmarket Racecourses Trust and sent to:

The Clerk of the Course,
Jockey Club Office,
High Street,
Newmarket, Suffolk CB8 8JL.

PLEASE ENCLOSE STAMPED ADDRESSED ENVELOPE

Lifeboat Services

from page 191

sands to Cork Hole and then heading up channel. An SAR helicopter took off at 1055, having been unable to do so before because of the fog.

The lifeboat sighted an object on Peter Black Sand; Crew Members Groundsell and Osborne went to investigate, but it was only a packing case. Several fishing boats were met, including one by Lynn Barrier Wall which had run aground on Breast Sand, but none of them had seen anything of the missing men. The Atlantic tried to get through to the old Lynn Channel at 13A Buoy, but with the tide ebbing there was not enough water. Her fuel running low, the Atlantic returned to Hunstanton at 1130 to refuel and change crews.

Helmsman Clarke went through the charts with Helmsman Rodney Hicks, who was going to take over from him, to decide the best way of covering the area not already searched and then the Atlantic 21 relaunched at 1230; her crew members were now Arthur Osborne, Gerald Wase and Michael Wallace.

The lifeboat set course for Roaring Middle, passing Lynn No 3 and Lynn No 1 Buoys on the way. The intention was to search down Roaring Middle Ridge and then on down into Lynn Channel. When approaching Roaring Middle No 2 Buoy, however, an object was sighted in the water 1½ cables to starboard. The Atlantic changed course and as she came nearer she saw a man waving an oar. It was the missing bathtub. Its outboard engine had run out of fuel and there was no anchor on board; the three men had no food or drink. They were taken aboard the lifeboat and treated for exposure. The bath and its fittings were also taken on board and the lifeboat returned to station where the three men were seen by the honorary medical adviser. The lifeboat was rehoused and once again ready for service at 1430.

For this service a letter signed by Rear Admiral W. J. Graham, director, expressing the Institution's appreciation to Helmsmen Alan J. Clarke and Rodney W. F. Hicks and their crews, was sent to Mr J. T. Day, Hunstanton station honorary secretary.

On station

The following lifeboats took up station duties during the months October 1982 to February 1983:

Fowey: 33ft Brede class lifeboat 33-03, RNLB *Leonore Chilcott*, October 16, 1982.

Blyth: 44ft Waveney class lifeboat 44-022, RNLB *The William and Jane*, October 26, 1982.

Atlantic College (St Donat's Castle): Atlantic 21 rigid inflatable B554,

South West Division

End of voyage

A MEMBER OF THE PUBLIC made a 999 call to the Police early on the morning of Saturday October 16, 1982, reporting a catamaran flashing a white light about 100 yards off Sidmouth Beach, 9½ miles east north east of Exmouth lifeboat station. A strong gale, force 9, gusting to storm force 10 was blowing from south south east and the seas were very rough. HM Coastguard was informed immediately, Beer Coastguard coast rescue company was alerted and, at 0655, the launch of **Exmouth** lifeboat was requested. The 46ft 9in Watson relief lifeboat *Winston Churchill (Civil Service No 8)*, on temporary duty at Exmouth, slipped her moorings at 0710 under the command of Coxswain Geoffrey Mears and headed for Sidmouth. Also at 0710 a helicopter was asked to scramble.

By this time the catamaran, *Hongi*, had been driven on to the rocks at the eastern end of Sidmouth. She had been on passage from Poole to the Mediterranean crewed by a man and his wife who had jumped into the sea together just before the yacht was driven ashore. The man had been helped ashore by the police but his wife was still in the water.

The helicopter arrived on the scene at 0733 to start the search at sea and Beer Coastguard CRC arrived to start the search along the coastline ten minutes later. At 0800 Exmouth lifeboat reported her expected time of arrival off Sidmouth as 0815. At 0805, however, the helicopter reported the sighting of the woman in the water; she was lifted within minutes and artificial respiration attempted, but when, at 0813, she was lowered to the ambulance waiting on the beach she was found to be dead. The man, severely injured, was taken to hospital but died a few days later.

The lifeboat arrived at Exmouth at 0947 and was once again ready for service, at 1005.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation was sent to Coxswain Geoffrey B. Mears, Second Coxswain Keith R. Graham, Assistant Mechanic Timothy R. Mock and Crew Members Reginald Mogridge, Roy Richards and Geoffrey Ingram.

American Ambassador, October 28, 1982.

Hunstanton: Atlantic 21 rigid inflatable lifeboat B556, *Spirit of America*, December 3, 1982.

Arbroath: 37ft 6in Rother class lifeboat 37-36, RNLB *Shoreline*, December 17, 1982.

Flamborough: 37ft Oakley class lifeboat 37-05, RNLB *Will and Fanny Kirby*, January 18, 1983.

Girvan: 33ft Brede class lifeboat 33-04, RNLB *Philip Vaux*, February 16, 1983.

East Division

Four rescued

EARLY ON FRIDAY, November 12, 1982, the 17ft 6in fishing boat *Lady Theresa* was seen leaving Redcar and, as it was a rough morning, a watch was kept on her from the lifeboathouse. At 1213 a passer by informed Coxswain David Buckworth that a small boat looking as though she needed help had been sighted about a mile north east of the lifeboat station. The coxswain informed Tees Coastguard and the station honorary secretary and at 1221 Redcar's 37ft Oakley lifeboat *Sir James Knott* was launched from her carriage.

By now a gale to strong gale, force 8 to 9, gusting at times to storm force 10 was blowing from the south west and the sea was rough. It was one hour after high water.

Coxswain Buckworth brought the lifeboat alongside the fishing boat at 1233 and her four occupants were transferred to the lifeboat. A tow was then rigged and the lifeboat and *Lady Theresa* reached Redcar at 1250. The lifeboat was rehoused and once again ready for service at 1335.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain David Buckworth and his crew.

East Division

Outboard failure

A RED HANDFLARE from a cabin cruiser about two miles east of Cullercoats Harbour was sighted by Tyne Coastguard at 1232 on Sunday September 26, 1982. **Cullercoats** lifeboat station was informed and at 1239 the D class inflatable lifeboat launched on service manned by Helmsman David Blackman and Crew Members W. Sneddon and Michael Smith.

It was a fine day with good visibility but the strong southerly breeze, force 6, was gusting to near gale, force 7. The sea was rough and it was nearly two hours after high water.

The lifeboat ran off to the east but was told by a fishing vessel that the casualty was not in her area. At this time another flare fired by the cabin cruiser was seen to the north east. When the lifeboat reached the casualty, at 1250, she found that she was lying at anchor and that her outboard engine had failed; she had five people on board. The lifeboat took the boat in tow but, in the freshening wind, all attempts to free her anchor failed and it eventually had to be cut away.

The tow back to Cullercoats Harbour was made at slow speed with both boats taking on a good deal of water. They arrived at 1330. The cabin cruiser was beached; her crew, all very wet, were

landed and helped to get warm and dry before they returned home. The lifeboat was rehoused and once again ready for service at 1340.

Lifeboat Services, September, October and November, 1982

Aberdeen, Aberdeenshire

54ft Arun: October 5

Abersoch, Gwynedd

Atlantic 21: September 19 and 26

Aith, Shetland

52ft Barnett: November 4

Amble, Northumberland

37ft 6in Rother: September 20 (twice) and October 16

Angle, Dyfed

46ft 9in Watson: November 27

Anstruther, Fife

37ft Oakley: September 20 and October 21

Appledore, North Devon

47ft Watson: October 10

Atlantic 21: September 2, 7, 21, 28, October 10 (twice), 16 and November 7

Arbroath, Angus

Relief 42ft Watson: September 23 and November 18

D class inflatable: September 23

Arklow, Co Wicklow

42ft Watson: November 21

Arranmore, Co Donegal

52ft Barnett: November 5, 11, 17 and 22

Atlantic College (St Donat's Castle), South Glamorgan

Atlantic 21: November 6, 16 (twice) and 28

Ballycotton, Co Cork

52ft Barnett: October 24 (twice) and 25

Bangor, Co Down

D class inflatable: October 3, November 1, 2 and 26

Barmouth, Gwynedd

Relief 42ft Watson: October 31

D class inflatable: September 5 and 23

Barra Island, Inverness-shire

Relief 52ft Barnett: September 16

Barrow, Cumbria

Relief 46ft 9in Watson: September 5 and November 13 (twice)

Barry Dock, South Glamorgan

Relief 44ft Waveney: September 6, 25, October 17 and 23

52ft Arun: November 6 and 16 (twice)

Beaumaris, Gwynedd

Atlantic 21: November 13 and 14

Bembridge, Isle of Wight

Relief 46ft 9in Watson: October 8

D class inflatable: September 15 and October 27

Blackpool, Lancashire

D class inflatable: September 18 and October 22

Borth, Dyfed

D class inflatable: September 4

Bridlington, Humberside

37ft Oakley: September 7, 26, 27 and October 23

D class inflatable: October 15 and 24

Brighton, East Sussex

Atlantic 21: November 9 and 20

Bude, Cornwall

D class inflatable: September 3 and 16

Burry Port, Dyfed

D class inflatable: September 26, October 4 and 7

Calshot, Hampshire

40ft Keith Nelson: October 8, 24 and November 6

Relief 46ft 9in Watson: November 12 (twice)

Campbeltown, Argyllshire

52ft Arun: October 17 (twice) and 27

Cardigan, Dyfed

D class inflatable: September 19 and 30

Clacton-on-Sea, Essex

37ft Oakley: September 28

D class inflatable: September 28 and November 14

Clovelly, North Devon

Relief 71ft Clyde: September 2, October 9, November 4, 5 and 16

Conwy, Gwynedd

D class inflatable: November 14

Courtmacherry Harbour, Co Cork

47ft Watson: September 24

Criccieth, Gwynedd

D class inflatable: September 8 (twice) and October 16

Cromer, Norfolk

48ft 6in Oakley: September 17 and 21

D class inflatable: September 3 and October 24

Cullercoats, Tyne and Wear

D class inflatable: September 17 and 26

Relief D class inflatable: November 1

Donaghadee, Co Down

44ft Waveney: November 26

Dover, Kent

50ft Thames: September 16, October 23, November 4 and 26

Dunbar, East Lothian

D class inflatable: October 30

Dungeness, Kent

37ft 6in Rother: September 11, October 2, November 4 and 21 (twice)

Dun Laoghaire, Co Dublin

44ft Waveney: September 12, 25 and October 3 (twice)

Dunmore East, Co Waterford

Relief 46ft 9in Watson: September 1, 27 and October 13

Eastbourne, East Sussex

37ft 6in Rother: September 23, October 24 and November 22

D class inflatable: October 19

Exmouth, South Devon

Relief 46ft 9in Watson: September 12, October 16 and 18

D class inflatable: September 12 (twice), 21, 24 (twice), October 1 and November 14

Falmouth, Cornwall

52ft Arun: October 9, 22 and November 1

18ft 6in McLachlan: September 2 and October 22

Filey, North Yorkshire

Relief 37ft Oakley: September 3

D class inflatable: September 3, 13, October 3 and 19

Fishguard, Dyfed

52ft Arun: September 11, 12, November 19 and 25

Flamborough, Humberside

35ft 6in Liverpool: November 21

Fleetwood, Lancashire

44ft Waveney: October 5 and 17

D class inflatable: September 11

Fowey, Cornwall

33ft Brede: November 7

Fraserburgh, Aberdeenshire

48ft 6in Solent: November 8

Galway Bay, Co Galway

52ft Barnett: September 12, 19, November 2 and 21

Girvan, Ayrshire

42ft Watson: September 26 and 30

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: September 17, 26, 28 and October 1

Happisburgh, Norfolk

D class inflatable: September 26

Hartlepool, Cleveland

Relief 44ft Waveney: October 3 and 15

Atlantic 21: September 1, 12, 15 and November 28

Harwich, Essex

44ft Waveney: September 27

Relief Atlantic 21: September 5 (twice), 8, 17, 20 (twice) 29, October 19, November 8 and 24

Hastings, East Sussex

37ft Oakley: September 21, October 4 and November 22

D class inflatable: October 5, 14 and 19

Hayling Island, Hampshire

Atlantic 21: September 6, 7, 18, 21, 24, 25, 27, October 1 (twice), 10, 16 (twice), 17, 27, 31 and November 7

Helensburgh, Dunbartonshire

Atlantic 21: September 3, 5, 12, 23, 26 (four times), October 25 and November 13

Holyhead, Gwynedd

52ft Arun: September 17, 18 (twice) and October 16

Horton and Port Eynon, West Glamorgan

D class inflatable: September 2 and 12

Howth, Co Dublin

47ft Watson: September 12

Relief 46ft 9in Watson: November 6 and 24

D class inflatable: October 23 and 31

Hoylake, Merseyside

37ft 6in Rother: September 27

Humber, Humberside

Relief 52ft Arun: September 2, 3, 8, 12, 19 and October 2

54ft Arun: October 12, 13, 20, 29, November 1, 3, 5, 9 and 10

Hunstanton, Norfolk

Relief Atlantic 21: September 13, 14 (twice), October 10, 20 (twice), 21, 24, November 1 and 2

Ilfracombe, North Devon

37ft Oakley: October 31

Islay, Argyllshire

50ft Thames: October 16, 25 and 27

Relief 52ft Barnett: November 13

Kippford, Kirkcudbrightshire

D class inflatable: September 6 and 26

Kirkcudbright, Kirkcudbrightshire

37ft Oakley: September 18

Kirkwall, Orkney

71ft Clyde: November 2

Largs, Ayrshire

Atlantic 21: September 5 (twice), 11, 12 (twice), 25, 26 (four times) and October 7

Relief Atlantic 21: October 17 and 29

Lerwick, Shetland

52ft Arun: September 7, 19 and 21

Littlehampton, West Sussex

Atlantic 21: September 3, 19 (twice) and November 14

Littlestone-on-Sea, Kent

Atlantic 21: November 4 and 21

The Lizard-Cadgwith, Cornwall

52ft Barnett: October 1 and 30

Llandudno (Orme's Head), Gwynedd

37ft Oakley: September 27 (twice) and October 16

D class inflatable: September 5

Longhope, Orkney

48ft 6in Solent: November 20

Lowestoft, Suffolk

Relief 47ft Watson: September 21 and October 16

Lymes Regis, Dorset

Atlantic 21: September 2 (twice)

Lytham-St Annes, Lancashire

46ft 9in Watson: October 30

Relief D class inflatable: September 12 and October 24

Mablethorpe, Lincolnshire

D class inflatable: September 10 and October 13

Mallaig, Inverness-shire

52ft Arun: November 10 and 14

Margate, Kent

37ft 6in Rother: October 24

Relief D class inflatable: September 5, 19 (twice), October 4 and November 7

Minehead, Somerset
Atlantic 21: September 9
Moelfre, Gwynedd
Relief 37ft Oakley: September 18, November 2 and 15
Morecambe, Lancashire
D class inflatable: September 7, 9, 26, October 16 and 17
Mudford, Dorset
D class inflatable: September 24, October 1, 28 and November 14
The Mumbles, West Glamorgan
47ft Watson: October 17, 26 and November 24
D class inflatable: October 3 and 16
New Brighton, Merseyside
Atlantic 21: October 3 and 4
Newhaven, East Sussex
44ft Waveney: September 14, 18 (three times), 21, October 2, 9, 28, November 9 and 10
Newquay, Cornwall
Relief D class inflatable: September 3, 11, 12 and 29
North Berwick, East Lothian
D class inflatable: September 26 (twice)
Oban, Argyllshire
33ft Brede: October 10 (twice), 12 and 23
Padstow, Cornwall
48ft 6in Oakley: September 16
Penarth, South Glamorgan
Relief D class inflatable: September 6, 21, 25, October 3 (twice), 4 and November 16
Penlee, Cornwall
46ft 9in Watson: September 16 and 19
Plymouth, South Devon
44ft Waveney: September 15, 30, November 4 and 19 (twice)
18ft 6in McLachlan: September 16, October 20 and 21
Poole, Dorset
44ft Waveney: September 9
Dell Quay Dory: September 5 (twice), 6, 9, November 7 (three times) and 9
Portaferry, Co Down
D class inflatable: September 26
Port Erin, Isle of Man
37ft 6in Rother: October 16, 30 and 31
Porthdinllaen, Gwynedd
47ft Watson: September 23
Port Isaac, Cornwall
D class inflatable: September 3, 13, 17 and 25
Portrush, Co Antrim
52ft Arun: September 23, October 12, 31 and November 15
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: September 14, 18 (twice), 19, 26, October 1 (twice), 16, 17, 24, November 9, 14, 16 and 18
D class inflatable: September 18, 21, 25, 26 and October 1 (twice)
Relief D class inflatable: November 9 and 16
Port St Mary, Isle of Man
Relief 52ft Arun: September 5
54ft Arun: October 30 and 31
Port Talbot, West Glamorgan
Relief D class inflatable: October 29
Pwllheli, Gwynedd
37ft Oakley: September 12 and October 16
Queensferry, West Lothian
Atlantic 21: September 7 and November 19
Ramsey, Isle of Man
37ft Oakley: November 23
Redcar, Cleveland
37ft Oakley: September 4, 7 and November 12
D class inflatable: September 3, 7, 12 and October 17
Rhyl, Clwyd
37ft Oakley: September 12 (twice) and 14
D class inflatable: September 11, 12 (four times) and October 16
Rosslare Harbour, Co Wexford
48ft 6in Solent: September 12 and October 24

St Agnes, Cornwall
Relief D class inflatable: September 3, 12 and 17
St Bees, Cornwall
D class inflatable: September 10
St Catherines, Channel Islands
D class inflatable: October 3 and 20
St David's, Dyfed
47ft Watson: November 16
St Helier, Channel Islands
44ft Waveney: September 4, 18 (three times), 19, October 3, 19, 20, November 6, 7 and 14
St Ives, Cornwall
37ft Oakley: September 16
Relief D class inflatable: September 7 (twice), 17 and 21
St Peter Port, Guernsey
52ft Arun: September 21, 29, October 31, November 6 and 23
Salcombe, South Devon
47ft Watson: September 5, October 20 (twice) and November 19
Scarborough, North Yorkshire
37ft Oakley: October 14, November 7 and 28
D class inflatable: September 1 and 12 (twice)
Selsey, West Sussex
48ft 6in Oakley: September 18 and November 21
D class inflatable: September 2 and 8
Sheerness, Kent
Relief 44ft Waveney: September 1, 6, 12, 19, 21 and October 24
44ft Waveney: October 31, November 6, 7 and 19
D class inflatable: September 1, 4, 5, 12, 13, 21, 22, October 9 (twice), 12, 17, 24, 31, November 6 and 18
Sheringham, Norfolk
Relief 37ft Oakley: September 21
Shoreham Harbour, West Sussex
37ft 6in Rother: September 1 and 21 (twice)
D class inflatable: September 19 and October 16
Silloth, Cumbria
Atlantic 21: September 26, October 16 and 17
Skegness, Lincolnshire
37ft Oakley: September 5, October 20 and November 1
Skerries, Co Dublin
D class inflatable: October 3 and 24
Southend-on-Sea, Essex
Atlantic 21: September 5 (twice), 11, 23, October 3, 11 and November 10
D class inflatable: September 6, October 2 and 19 (twice)
Southwold, Suffolk
Atlantic 21: September 28, November 14 (twice) and 23
Staithe and Runswick, North Yorkshire
Atlantic 21: September 12 (twice), 14, 22 and October 31
Stornoway (Lewis), Ross-shire
48ft 6in Solent: November 9 and 10
Stranraer, Wigtownshire
D class inflatable: October 17
Swanage, Dorset
37ft 6in Rother: September 19 (twice), 27, October 13, 19 and November 21
Tenby, Dyfed
46ft 9in Watson: September 1

D class inflatable: September 17 (twice), 22 (twice) and October 27
Thurso, Caithness
48ft 6in Solent: September 7, October 16, November 6, 16 and 21
Tighnabruaich, Argyllshire
D class inflatable: September 5
Torbay, South Devon
54ft Arun: September 7 (twice), 18, 26, November 8 and 23
18ft 6in McLachlan: September 14 and October 17
Tramore, Co Waterford
D class inflatable: October 31
Trearddur Bay, Gwynedd
Relief D class inflatable: October 25
Troon, Ayrshire
Relief 44ft Waveney: September 5 and 26 (three times)
44ft Waveney: October 17 and 31
Tynemouth, Tyne and Wear
52ft Arun: September 4 and October 16
D class inflatable: September 1, 4 and November 27
Valentia, Co Kerry
52ft Barnett: September 8, October 7 and 11
Walmer, Kent
37ft 6in Rother: September 6 and November 21
D class inflatable: September 6
Walton and Frinton, Essex
48ft 6in Oakley: September 26 (twice) and November 14
Wells, Norfolk
D class inflatable: October 29
West Kirby, Merseyside
D class inflatable: September 5, 12, 29 and October 17 (three times)
West Mersey, Essex
Atlantic 21: September 12
Relief Atlantic 21: October 31, November 10, 11 (twice), 14, 20, 21 and 23
Weston-super-Mare, Avon
18ft 6in McLachlan: September 15 (twice), 25, October 15 and November 6
D class inflatable: September 15, 25, October 2 and November 6
Weymouth, Dorset
54ft Arun: September 6, October 10 and November 15
Whitby, North Yorkshire
44ft Waveney: September 19, October 24 and November 28
D class inflatable: September 2, 19, 26, October 2, 27 and 30
Whitstable, Kent
Atlantic 21: September 12, 20 (twice), 25 (twice), October 2 (twice) 23, November 6, 8, 21 and 22
Wick, Caithness
48ft 6in Oakley: November 26 and 27
Wicklow, Co Wicklow
42ft Watson: October 1
Workington, Cumbria
47ft Watson: September 1, 6 and 13
Yarmouth, Isle of Wight
Relief 52ft Arun: September 5, 11, 19, October 17, 24, 30 and November 8
On Trials
Prototype 47ft Tyne: November 6 and 17
Experimental D class inflatable: September 18, 20 and 21

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1982, to December 31, 1982: Services 3,240; lives rescued 1,244

THE STATION FLEET (as at 31/12/82)

258 lifeboats, of which one Atlantic 21, three 18ft 6in McLachlan and 63 D class inflatable lifeboats operate in summer only

LIVES RESCUED 108,912

from the Institution's foundation in 1824 to 31/12/82, including shoreboat services

Books . . .

● A new and expanded history of Penlee and Penzance branch entitled **Penlee** is just being produced and will appear before this spring journal is published. It is written by John Corin and Grahame Farr with a foreword by Mary Richards, mother of the late Coxswain Trevelyan Richards, and it is illustrated with about 100 photographs. A review will appear in the next issue of the journal but in the meantime copies are available from Mr D. L. Johnson, Penlee station honorary secretary, 72/73 Market Jew Street, Penzance, Cornwall, TR18 2LF, price £2.75 plus 50p package and postage.—J.O.D.

● The last of David Butcher's trilogy of oral histories, **Living from the Sea** (Tops'l Books, £6.75 cased, £4.75 limp), follows the pattern of his first two volumes where the author allows a fascinating collection of people to tell their stories in their own words. Large sections of the book are taken straight from taped interviews, giving colourful and fascinating accounts of the life of the fishing communities in and around Lowestoft. The author adds comments and background and the temptation to romanticise the past is put into context by the interviews which show just how hard life was for the families of the fishermen.

Intertwined with the early lifeboats in these parts were the beach companies, originally set up for salvage work and the running of independent lifeboats. Moves by the RNLI to set up its own lifeboats were initially viewed with some suspicion but a working compromise was soon sorted out and the beach companies continued to run their own boats as well as supplying the RNLI crew. The book is full of old traditions, such as the annual smoking party in the beach company shed:

'We'd have over 100 people in that shed . . . old Mitch the undertaker, he was a first class entertainer . . . Any beer that wuz left over, after six in the mornin', used to be shared out so much a man till that'd all gone'.

and the fishermen who would

'Chuck a few coppers over the side o' the boat t' buy some herrin'—nothin' come free, yuh see'.

This is not just nostalgia but an interesting archive of times gone by, as Rose Thrower, born in 1909, says:

'That wuz a happy village when I wuz a girl. Thass not the same now. I wun't ever wan t' go back'.

—R.K.

● **Lifeboat!**, by Margaret Dickinson (Robert Hale, £7.50), is a novel set in a fictitious holiday resort on the Lincolnshire coast over a Bank Holiday weekend. The strands of the story, perhaps rather slight in themselves, are



Marathon Oil UK offered to pay the costs of Peterhead lifeboat station for a year and last February Ed McFarland (centre r), the company's Aberdeen general manager, presented a cheque for 15,000 dollars to John Geddes (centre l), chairman of Peterhead station branch. With them are Lt-Cdr Brian Miles, deputy director RNLI, Coxswain John Buchan and members of Peterhead lifeboat crew. Captain Alexander Ramsay of Mar, chairman of the Scottish Executive Committee, was also present. Following the presentation, watched by people representative of all areas of the community, the boat was launched with Mr McFarland and other guests on board. On their return, coffee was waiting in the Harbour Office followed by a buffet lunch provided by Marathon Oil. To show its appreciation, the RNLI gave a plaque to the company and a lifeboat tie to Mr McFarland.

woven together in such a way as to allow the author to depict, telescoped into a few days, the variety of calls which may be made on a lifeboat station. The coxswain and his crew answer a series of 'shouts', real and hoax, as, the weekend progressing, a storm builds up and passes through; for the reader, as incident follows incident, a picture gradually takes shape of the running of a lifeboat station.

The author has taken great trouble to make sure that her technical facts are accurate, whether she is writing about lifeboats, gliding or sailing. Coxswain/Mechanic Ken Holland advised on lifeboat matters and the book is dedicated to the coxswain, crew and launchers of Skegness lifeboat, 'with the deepest admiration'.—J.O.D.

● The trouble with building up a fund of seamanship sailing your own small boat is that an emergency—be it fire, engine failure, man overboard or any other potentially dangerous situation—will very often have to be met without the help of previous experience. If the situation could have been envisaged beforehand and thought through the skipper would be in a much stronger position. **The Trouble With Cruising** by J. D. Sleightholme (Nautical Books, £5.95) sets out to give just that sort of help. From his own wealth of experience—more than 40 years of successful cruising—Des Sleightholme, editor of *Yachting Monthly* and one of the recipients of this year's RNLI public rela-

tions awards (see page 199), picks out a different sort of emergency for each chapter, describes incidents that happened to him and then looks for the lessons to be learnt. Just to read the introduction to this book is to have taken one step towards good seamanship, but read on . . .—J.O.D.

● Two useful guides have recently been published by the English Tourist Board. **Activity and Hobby Holidays** details over 500 hotels, colleges and country houses throughout the country offering year round package holidays with courses and instruction in pursuits as diverse as sub-aqua diving, brass rubbing, yoga, bellringing and many more. Most holidays cater for children accompanied by adults and can range from two days to a week or more. The guide, which includes prices in its comprehensive information, is available, price £1.25 from newsagents, bookshops and tourist information centres.

For those whose pleasure lies in consuming calories rather than expending them **English Food and Drink 1983** temptingly lists more than 500 restaurants, pubs and tearooms serving regional specialities from Dartmoor pasties to Colchester oysters. Recipes, maps and interesting facts about the traditions of English cooking as well as a calendar of food related events and customs are contained in the guide. Costing just 95p, this guide is also available from newsagents, bookshops and tourist information centres.—H.D.

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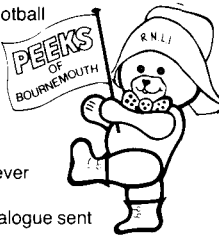
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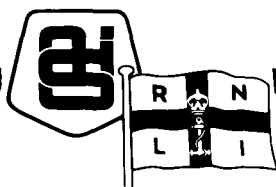
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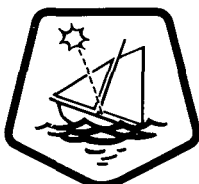
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